



# 4th Street Corridor MASTER PLAN

November 2010

FINAL DRAFT





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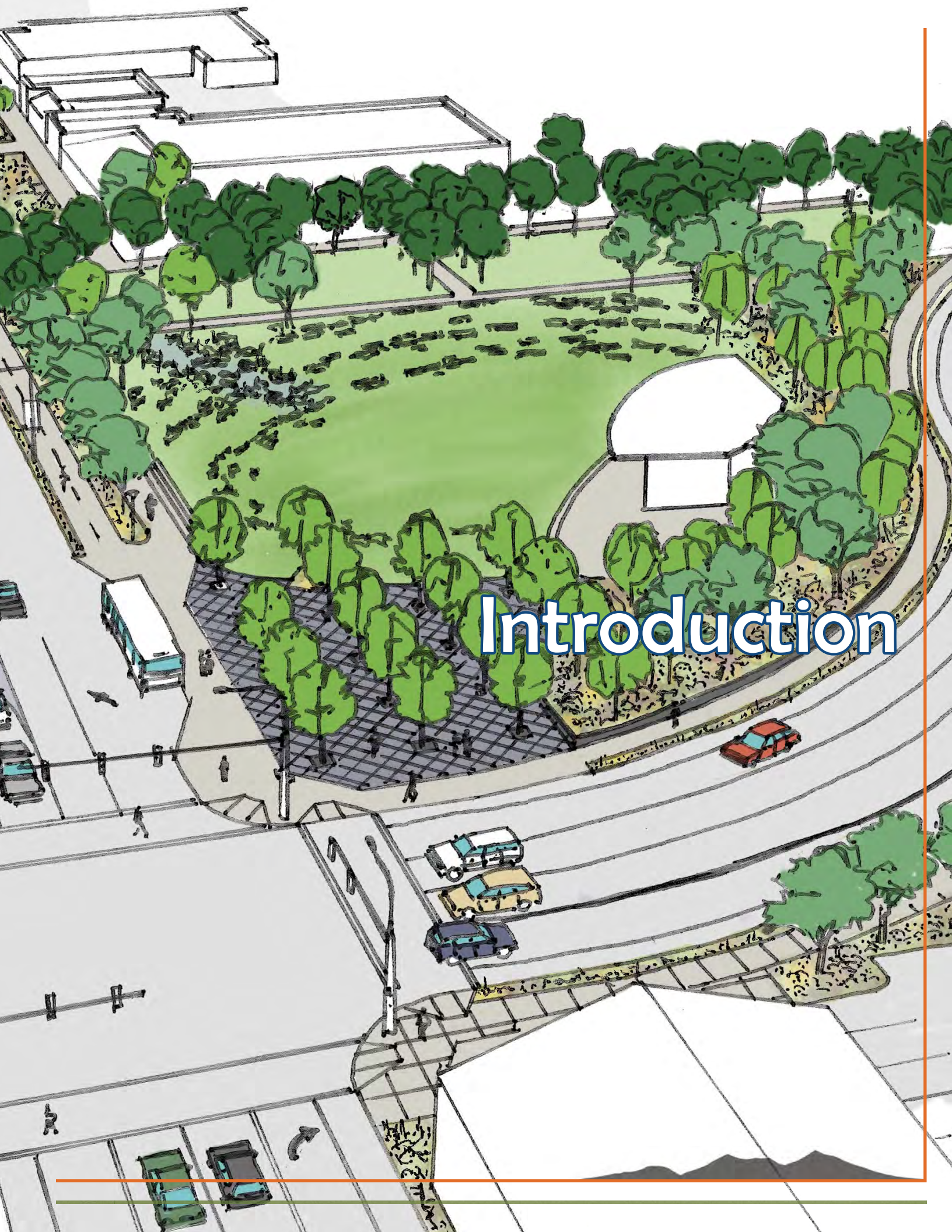
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# Introduction



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# 1.0 Introduction

The City of Flagstaff is one of the most forward thinking and complete communities in Arizona. It has a diverse culture, beautiful natural environment, and rich history. With Northern Arizona University, United States Geological Survey Flagstaff Science Campus, W. L. Gore and Associates, Nestlé Purina PetCare, The U.S. Naval Observatory, and the Flagstaff Medical Center, it is an excellent location for businesses and a leader in educational and scientific research within the region. As the gateway to Grand Canyon National Park, Oak Creek Canyon, the Arizona Snowbowl, San Francisco Peaks, Meteor Crater, historic Route 66, and the Navajo Nation it is a premier recreational and cultural destination.



*Lively Downtown Flagstaff*

For years City leaders have invested in the community. Their forward thinking in the late 1980's developed the framework, through the Growth Management Guide 2000, to transform downtown Flagstaff from a declining shopping and trade center into a regional center for finance, office use, and government. This transformed downtown into a vibrant 24/7 mixed-use urban community that draws visitors from around Arizona, the surrounding States and the rest of the country.

This forward thinking continues today, with such projects as the City's new zoning code, and is essential for the 4th Street Corridor in East Flagstaff. Much like the downtown of the 1970's and 1980's this corridor has been in decline in recent years. Once the shopping center of Flagstaff and the hub of a vibrant community, the 4th Street Corridor has changed over the years due to revitalization of the downtown area, overall growth in other areas of the City, and the institution of larger regional malls. With its strip-malls, post WWII development pattern, the reliance on an

auto-dominant transportation network, and lack of connectivity between the corridor and the surrounding neighborhoods, 4th Street has experienced a decline in aesthetic appearance and functionality.

However, recent changes have enhanced the prospect for revitalization of the 4th Street Corridor, including:

- Changes to the City's overall regional transportation system, such as the grade separated railroad crossing allowing 4th Street and East Flagstaff to connect, without interruption, to Butler Avenue and eventually the airport;
- Changes in peoples' attitudes and habits, and their desire for a better quality of life, one less dependent on the automobile and more community oriented; and
- Changes in City policy with the undertaking of the new City zoning codes and the desire of the City to create multiple urban centers that generate economic development.

Together, these developments create an opportunity to re-vision 4th Street, changing it from a car-dominated commuter route into a destination that is a desirable place to live, work, and play.

## 1.1 Purpose

The purpose of this study is to address community concerns about the corridor and create a conceptual master plan that provides a framework for public and private improvements. The intent is to develop 4th Street Corridor as a destination; a pedestrian-friendly, multimodal corridor with a strong theme and brand which creates a unique sense of place and spurs economic development.



*Fourth Street Has Experienced a Decline in Aesthetic Appearance and Functionality*



Community concerns about the corridor are well founded. With the opening of the 4th Street Bridge and connection to Butler Avenue, vehicular speeds have increased and the already pedestrian-unfriendly streetscape has worsened. Pedestrians, bicyclists, and transit riders have limited facilities to navigate the corridor and even less to cross the street. As a result the corridor acts as a barrier between the Sunnyside Neighborhood and Greenlaw Neighborhood communities, and the businesses which are meant to serve these communities.

Primary issues this study will address include:

- **Urban Design and Beautification:**
  - Site furnishings and amenities, enhanced paving, landscaping, public art, signage, and overall corridor character.
- **Pedestrian Safety and Comfort:**
  - Pedestrian facilities, corridor and neighborhood connectivity, crossings, shade, and pedestrian lighting.
- **Multimodal Transportation:**
  - Bicycling, pedestrian, and transit facilities, as well as motor vehicle traffic.
- **Traffic Issues:**
  - Access management, capacity, intersection design, turning movements, and vehicular speeds.
- **Redevelopment:**
  - As it relates to the public realm and influences the overall corridor character.

#### ***4th Street as a Commuter Through Route or a Destination***

As mentioned above, a key tenet of this Study is the determination of whether 4th Street is considered a commuter route or a destination.



*Passengers Get On and Off the Bus at One of Few Stops Along 4th Street*

#### ***“What does the 4th Street Corridor want to be?”***

This is the central question of the project. As an arterial and component of Flagstaff's regional vehicular circulation system it serves as a north-south connection in East Flagstaff, linking the area with Downtown and other regional destinations. Conversely, with strong commercial, retail, office, educational, and institutional uses along 4th Street, and strong adjacent neighborhoods, the Street is also a destination for the surrounding community and region. Determining how these competing uses are balanced and providing a recommendation for the type of street 4th Street will become will be the end result of the study.

This study will examine this central question through analysis of the project area, identification of concerns and issues as expressed by the community and key stakeholders, understanding the requirements and needs of all modes of transportation, and the development of a collective vision for 4th Street Corridor.

### **1.2 Process**

The process for developing the 4th Street Corridor Study began in the summer/fall of 2009. It was a collaborative effort between the design team, the City of Flagstaff, 4th Street business owners, and the communities surrounding the corridor, Sunnyside Neighborhood and the Greenlaw Neighborhood. The design team consists of planners, urban designers, landscape architects, artist, and traffic and civil engineers. The team was lead by the Planning/Architecture/Engineering firm, Otak, Inc., who specialize in pedestrian and urban planning/design projects. They were assisted by local artist Marie Jones who splits her time between Flagstaff and the Phoenix metropolitan area, nationally recognized traffic engineer Rick Chellman who specializes in Traditional Neighborhood Design, traffic engineers and transportation planners, Horrocks Engineers, and the civil engineering firm, Gannett Fleming. Together, the design team studied ways to improve the pedestrian environment along 4th Street and to develop a true multimodal corridor that could transform 4th Street from a car-dominated environment into a vibrant, mixed-use corridor that is a great place to live, work, and play; a destination with a strong sense of place.

This planning process is preceded by two other important studies that serve as a foundation for the current effort. These include:

- 2001 East Flagstaff Strategic Plan for Economic Community Development
- 2006 Sunnyside Neighborhood Association





*Community Members listen to a Presentation During Design Dialogue #1*

### Revitalization Strategy

These studies addressed topics such as economic development of the neighborhoods, the area's economic factors, an economic action plan, neighborhood appearance including safety and security, housing, infrastructure, social services, education, and workforce development.

This study expands on these two studies and focuses on the pedestrian and public realm environment of the 4th Street Corridor. The process for this study included:

- Inventory and Analysis
- Best Practice and Case Studies
- Conceptual Design Options
- Final Conceptual Master Plan Development
- Recommendations and Design Guidelines
- Implementation Strategies

### 1.3 Community and Stakeholder Involvement

An important component of this project was the inclusion of City agencies and staff, business owners, neighborhood associations, and the community at large. These Stakeholders provided invaluable information about the existing conditions and issues of concern for the corridor and were instrumental in the development of the overall conceptual master plan through comments and input on the alternative concept plans.

The Otak team utilized our Design Dialogue Workshop method to involve the Community and Stakeholders. This approach involved a wide spectrum of interests, partners, stakeholders, and the public through a series of consecutive stakeholder interviews and small focus group work sessions. For each Design Dialogue Workshop, a series of six work sessions were held

over the course of two days, culminating with a Public Town Hall Open House during the evening on the final day. Design Dialogue Workshops were held on three separate occasions over the course of the project, during the Background and Information Gathering phase, the Concept Design Options phase, and the Final Conceptual Master Plan Development phase. The workshops were held on the following dates:

- Design Dialogue Workshop #1: September 1st and 2nd, 2009
- Design Dialogue Workshop #2: December 15th and 16th, 2009
- City of Flagstaff Council Update: January 26, 2010
- Design Dialogue Workshop #3: December 1, 2010

The first set of workshops were conducted to verify existing conditions, review analysis, best practices, case studies, and precedents, identify key project opportunities, and gather additional information from stakeholders and the community. The first set of workshops also served to verify project goals and to solicit additional goals from the community.

The second set of workshops were conducted to review guiding principles, evaluate conceptual design options, and gather feedback and community preference on the options.

Following the second Design Dialogue Workshop, the design team presented the Conceptual Design Options to City Council with the purpose of gaining support on a preferred option and a direction forward.

The final workshop was held to review and receive input on the Final Conceptual Master Plan, Recommendations, Design Guidelines, and Implementation Strategies.

The community and stakeholder involvement process culminated in moving the plan forward towards adoption. Additional input will be received from City Staff through their review, and the formal recommendations and adoption by City Council during the months of November and December 2010. Documentation of the public involvement process is included in the appendices of this report.



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# Background and Analysis



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## 2.0 Background and Analysis

### 2.1 Existing Conditions

The 4th Street Corridor Study – North begins approximately 125-feet north of the intersection of 4th Street and Route 66 extending north to the intersection of 4th Street and Linda Vista Drive, a distance of approximately one mile. It is an arterial which is the main north-south connection in East Flagstaff. The corridor is bounded on the south by Route 66/Sante Fe Avenue and on the north by Cedar Avenue. These east-west avenues connect 4th Street and the surrounding area with downtown Flagstaff.

4th Street functions as the “Main Street” for the East Flagstaff area, including the Sunnyside and Greenlaw neighborhoods. Historically it has served as an area of commerce, a retail destination for the surrounding neighborhoods and the greater Flagstaff region. More recently, it has developed as a location for small businesses, institutions, and health care facilities.

Physical improvements to the corridor will be primarily limited to the area within the 4th Street right-of-way. However, analysis of the corridor will consider the influence of existing and potential land use patterns within the corridors immediate vicinity. Work related to this study will be limited to analysis of traffic, land use, connectivity, public space opportunities, walking, bicycling, public art, street network, and other elements listed below as they relate to and influence the immediate 4th Street Corridor concept plan.

This corridor is an example of a late post WWII development and transportation pattern, which has created a corridor with the following issues:

- Lack of pedestrian facilities - The existing pedestrian facilities, with a series of disconnected sidewalks and lack of marked crosswalks, force many pedestrians to walk on the shoulders and jay walk, limiting the walkability of the corridor. This is evident in site photos shown through this report and on the existing conditions boards, Pages 2-5 through 2-11 and observations made during initial site visit.
- Limited pedestrian network - In its current state, a pedestrian-friendly transportation network that encourages a greater use of bicycles, roller blades, scooters, and walking as daily transportation is limited or non-existent along much of the corridor. With many schools in

the area, better crosswalks and bicycle amenities are needed for the overall safety and mobility of area students.

- Excessive business access - A key factor making this street hazardous for all users is the lack of access control. 4th Street was designed primarily for vehicles, with numerous property entrances. This causes vehicle and pedestrian/bicycle conflicts as vehicles try to enter and exit properties through uncontrolled turning movements.
- Deficient connectivity - With buildings setback and separated from the sidewalks (if they exist) with massive asphalt parking lots, there is no connectivity between the public realm and businesses.
- No public and private spaces - Since the street was developed as an automobile centric corridor, there is little balance between the corridor and the surrounding community that it serves. With few civic buildings and no civic space (i.e., plazas, greens, parks, and squares), the corridor lacks identity.
- Limited aesthetics - Much like the pedestrian facilities and business access, the auto-dominated development has placed an emphasis on visibility into setback businesses. Human scale architecture is absent and visibility through massive parking lots is a high priority. As such, there is very little landscaping or other aesthetic elements to create visual interest, nourish the human spirit, and develop a unique setting or sense of place.
- Density, mixed-use, and diversity - The current business model for the corridor lacks a mixture of shops, offices, apartments, and homes. There is also a lack of density, mixed-use, and a diversity of people along the corridor.



Many Stretches Along 4th Street Do Not Have Adequate Sidewalks



### 2.1.1 Pedestrian Environment

The existing pedestrian environment of 4th Street is a result of the piece-meal development that has occurred along the corridor since the 1930s. Before being annexed by the City, East Flagstaff, including 4th Street, was developed without cohesive zoning and design regulations, resulting in inadequate pedestrian facilities along the street. In the 1970s, 4th Street was widened to the east, encroaching on the pedestrian realm. This is especially hazardous during the winter when snow is plowed onto sidewalks, further reducing the ability of pedestrians to move safely along the street. As a result of these development patterns, narrow, obstructed, broken or non-existent sidewalks characterize much of 4th Street. Few areas comply with the Americans with Disabilities Act (ADA).

### 2.1.2 Pedestrian Amenities

There are few pedestrian amenities such as benches, trash receptacles, lighting, bike racks, and open spaces along the corridor. Additionally, there is little shade along the corridor. This makes for an uncomfortable pedestrian experience during the summer months. Additionally, the sun-exposed intersections make it uncomfortable for pedestrians waiting to cross the street.

### 2.1.3 Land Use

Land use is very important in creating a walkable 4th Street. While this study doesn't make recommendations on proposed land uses, it does recognize and encourage the development of land uses that support key project goals. However, existing land use does influence the pedestrian environment of the corridor.

Existing land use south of 7th Avenue is characterized by commercial and retail uses. Large parking lots that serve several strip malls front the east side of 4th Street in this area, creating an unpleasant pedestrian experience. The west side of the street is characterized by smaller, disjointed retail and commercial uses.

North of 7th Avenue, 4th Street is primarily characterized by office, commercial, and institutional uses.

### 2.1.4 Roadway Character

4th Street is a main arterial street with a width of 60 feet between Route 66 and Cedar Avenue. There are two 10-foot travel lanes in each direction separated by a 12-foot striped, shared left turn lane that runs in the center of the street. There are bike lanes in both directions, ranging in width from 4 to 6 feet that are located

adjacent to the vehicle travel lanes in both directions.

Existing right-of-way along the western edge of the street is 18 feet west of the toe of the concrete gutter. Along the eastern edge, existing right-of-way is approximately 12 feet from the toe of the concrete gutter.

Between Cedar Avenue and Linda Vista Drive, 4th Street has a width of 36-feet. There is one 12-foot vehicle travel lane in each direction divided by a double yellow-striped center line in this segment. There are 6-foot bike lanes adjacent to the vehicle travel lanes in each direction. Existing right-of-way along the western edge of the street is along the back of a 6-foot sidewalk. Along the eastern edge, existing right-of-way is approximately 9 feet from the back of a 6-foot sidewalk.

The exception to the geometry discussed above is the segment at the western frontage of the Puente De Hozho Trilingual Magnet School. The roadway in this area has been widened to provide a 14-foot divided, north-bound left turn lane into the school. At this location, the right-of-way line on the eastern alignment extends 6 feet behind the curb, which includes the landscape strip between the curb and the sidewalk. According to the documents made available for this study, the 6-foot sidewalk is located outside the existing right-of-way for a distance of approximately 400 feet.

### 2.1.5 Pedestrian Crossings

Signalized crossing opportunities occur at the north and south ends of the corridor and at 7th Avenue. At Cedar Avenue/Lockett Road, crossings are only permitted on three sides of the intersection, north, west, and south. With Mount Elden Middle School located on the northeast corner of the intersection, this forces students to cross three times before being able to head south on the west side of 4th Street and connect into



*Pedestrian Crossing at Mount Elden Middle School*



the Sunnyside Neighborhood. The signals are spaced approximately 1/2 mile apart, forcing pedestrians to walk a long distance before being able to cross the street legally. Coupled with the lack of neighborhood connectivity, 4th Street acts more as a barrier, dividing neighborhoods and separating businesses from users and each other.

### 2.1.6 Neighborhood Connectivity

Connections exist between 4th Street and the Sunnyside Neighborhood to the west via the existing streets network. However, most of the connecting streets do not have sidewalks forcing pedestrians into the street. Connections between 4th Street and the Greenlaw Neighborhoods to the east are basically non-existing, except on 7th Avenue. With fewer streets to the east, and longer distances between major intersections, the Greenlaw Neighborhoods are further isolated from the corridor.

### 2.1.7 Transit



*Bus Stops are Few and Far Between Along 4th Street*

Transit service along 4th Street consists of a bus route (Route 7 - Purple Route) operated by Mountain Line Flagstaff Public Transit. It is primarily a single direction route, southbound, traveling north only to 6th Avenue, approximately 1/3 of the corridor length. This forces riders

traveling from the south and wishing to visit destinations north of 6th Avenue, such as Coconino Community College and North Country Health Center, to either get off the bus at the last bus stop on the east side of 4th Avenue, and walk approximately 3/4 of a mile or remain on the bus until it travels southbound and then try to cross the street at the limited signalized intersection.

#### *Transit Connections*

Transfers are available to Route 2 - Blue Route that runs east-west along Cedar Avenue and Lockett Road to the north and to Route 66 - Orange Route that runs east-west along Route 66 to the south. There are two bus stops along the east side of 4th Street south of 6th Avenue (where the bus turns left) and four bus stops

along the entire length of the west side of the street. There are no sheltered bus stops or bus pull-outs along the corridor. Bus stops on Cedar Avenue/Lockett Road are not located near 4th Street, rather they are located 1/8 mile east and west of 4th Street. Bus stops are located on either side of 4th Street at Route 66, but the closest Purple Route stop is a southbound stop located approximately 500 feet north of the intersection. The nearest northbound stop is located approximately 1/8 mile north of the intersection. This makes transferring difficult between the east-west routes and 4th Street route.

### 2.1.8 Road Geometry

#### *North of Linda Vista*

Through this stretch, 4th Street has a 25-foot distance from centerline to the edge of the western and the eastern rolled curbs. Existing right-of-way along the western alignment is along the back of the 6-foot sidewalk. Existing right-of-way along the eastern alignment is approximately 6 feet from the back of the 6-foot sidewalk. 4th Street north of Linda Vista has one 12-foot vehicle lane in each direction, divided by a double-yellow striped center line. There are 6-foot bike lanes adjacent to the vehicle lanes in both directions. A 6-foot striped shoulder outside of the bike lanes can also be found in both directions.

#### *Linda Vista - Cedar Avenue*

4th Street has an 18-foot distance from 4th Street centerline to the toe of the concrete gutter on the western and the eastern curbs. Existing ROW along the western alignment is along the back of the 6-foot sidewalk. Existing ROW along the eastern alignment is approximately 9 feet from the back of the 6-foot sidewalk. 4th Street in this segment has one 12-foot vehicle lane in each direction, divided by a double-yellow striped center line. There are 6-foot bike lanes adjacent to the vehicle lanes in both directions. These lanes also serve as on-street parking locations.



*Existing Road Geometry North of Cedar Avenue*





*Existing Road Geometry South of Cedar Avenue*

The only exception to the geometry discussed above in this segment occurs at the western frontage of the Puente De Hozho Trilingual Magnet School. The roadway in this area has been widened to provide a 14-foot divided north-bound left turn lane into the school. At this location, the right-of-way line on the eastern alignment extends 6 feet behind the curb, which includes the landscape strip between the curb and the sidewalk. According to the documents made available for this study, the 6-foot sidewalk is located outside the existing right-of-way for a distance of approximately 400 feet.

### ***Cedar Avenue - Route 66***

4th Street has a 30-foot distance from the centerline to the toe of the concrete gutter on the western and the eastern curbs. Existing ROW along the western alignment is 18 feet west of the toe of the concrete gutter. Existing ROW along the eastern alignment is approximately 12 feet from the toe of the concrete gutter. Sidewalks along both sides of the street are in the ROW, and range from 6 feet to 4 feet in width, and there are some areas within this segment where no sidewalks exist. There are bike lanes in both directions, and these lanes range in width from 4 to 6 feet. There is a 12-foot striped shared left turn lane in the center of the street the entire length of this segment. 6-foot bike lanes are located adjacent to the vehicle lanes in both directions.

### ***Roadway Condition***

Given the street has a classification of a main arterial, it is anticipated the existing road section consists of a 3-inch asphaltic course pavement, over a 6-inch aggregate base course, applied to a 12-inch prepared and compacted subbase. The exact characteristic of the pavement section was not part of this study and should be verified prior to any future design work. A visual inspection of 4th Street indicates the road generally is in fair to poor condition due to age of the wearing course, shrinkage of the surface due to cold temperatures, and overloading

of the pavement. It is apparent that efforts have been made to maintain the road by sealing block cracking and repairing potholes, but it is equally apparent the road is approaching the end of its useful life and will require replacement in the near future. Additional geotechnical evaluation is needed to determine the scope of the necessary repairs.

### ***Snow Removal***

Classified as a main arterial, 4th Street is a first priority for snow removal operations. As soon as any accumulation begins, City Public Works crews salt the road, and plows begin scraping the road when there is three inches of accumulation. The City only plows snow to the side of the road. It is left there to melt as there are no hauling to storage locations. Typically, snow piles begin at the face of the curb, but must not begin further than one foot from the face of the curb. In heavy snow events it is common for bike lanes and traffic lanes to become obstructed.

### ***2.1.9 Sidewalks***

The sidewalks along 4th Street vary in width from 4 to 6 feet, with the wider sections generally occurring north of Cedar Avenue. There are some sections of the corridor with no sidewalks, and there are also a few areas where the sidewalk is located outside the existing Right-of-Way. Varying levels of compliance with the Americans with Disabilities Act (ADA) can be found throughout the sidewalk configurations on 4th Street, but few areas meet all of the existing requirements.

### ***2.1.10 Vehicular Access Points and Parking***

There are approximately 72 business and institutional driveways, ranging in width from 10 feet to over 30 feet, along the corridor. In many locations, these driveway ramps exist within the sidewalk width. Additionally, several of the businesses along the corridor incorporate recessed parallel parking or angled parking in front of their buildings. This type of parking, along with the number of driveways, poses a challenge for pedestrians and ADA compliance.

Driveways along 4th Street are mostly entrances and exits from commercial or institutional establishments, with the exception of the area northeast of Cedar Avenue, where there are approximately 16 residential driveways that directly access 4th Street on the east side of the street. In the project area, there are approximately 46 access drives along the western side and 43 access drives along the eastern side. These driveways range from 10 feet to over 30 feet in width.



Figure 2-1: Existing Conditions (1)

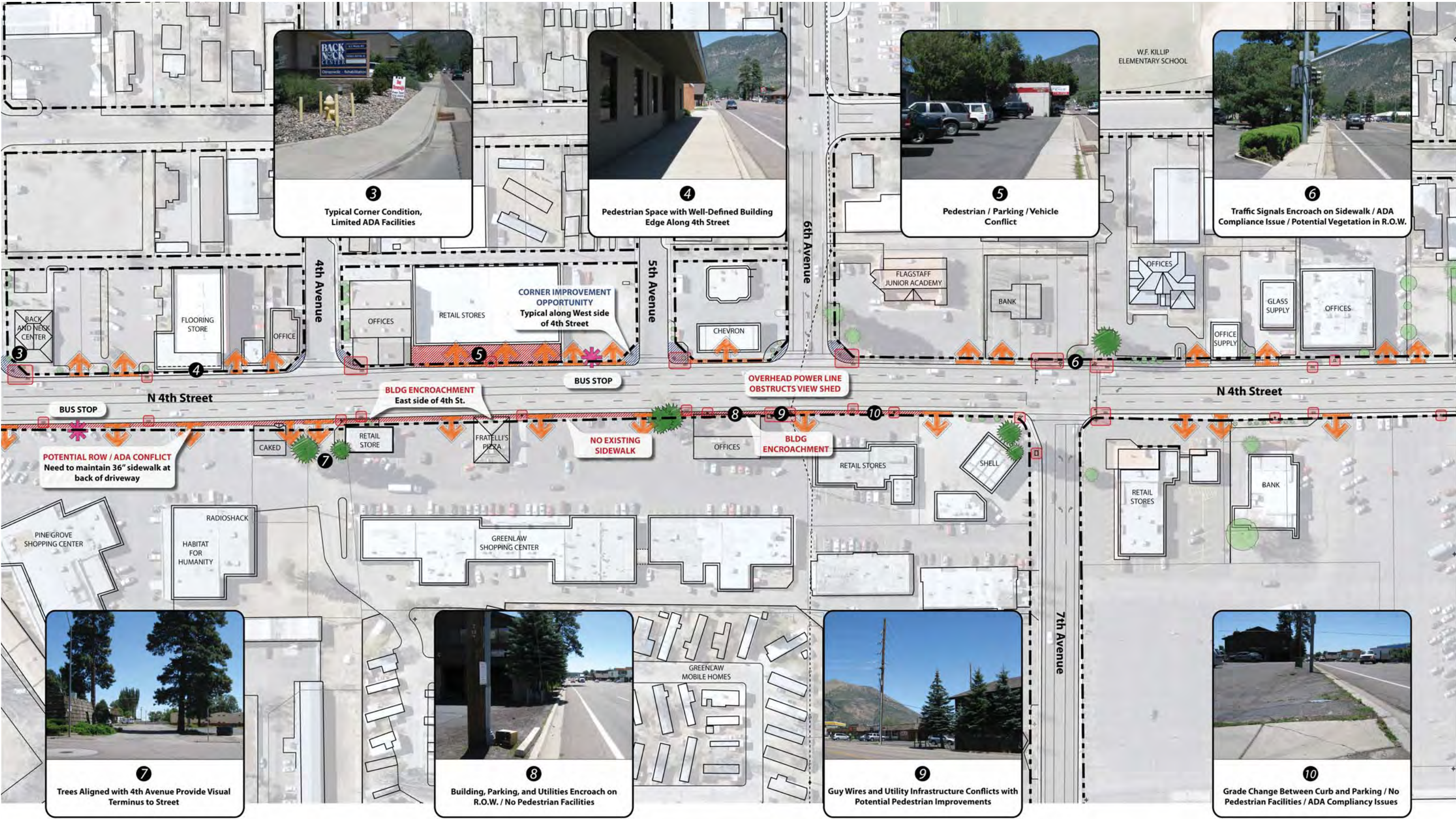




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Figure 2-2: Existing Conditions (2)

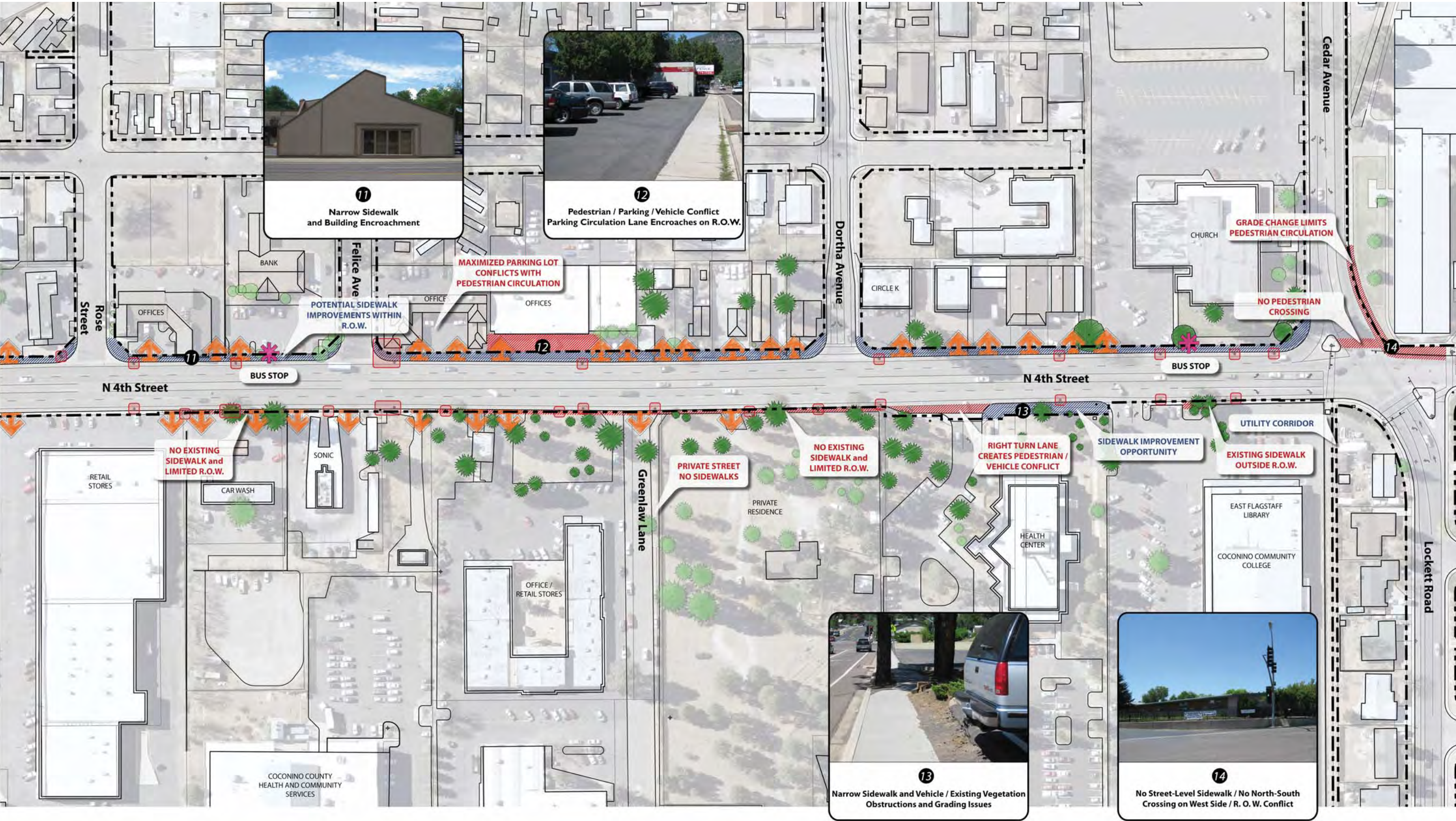




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Figure 2-3: Existing Conditions (3)

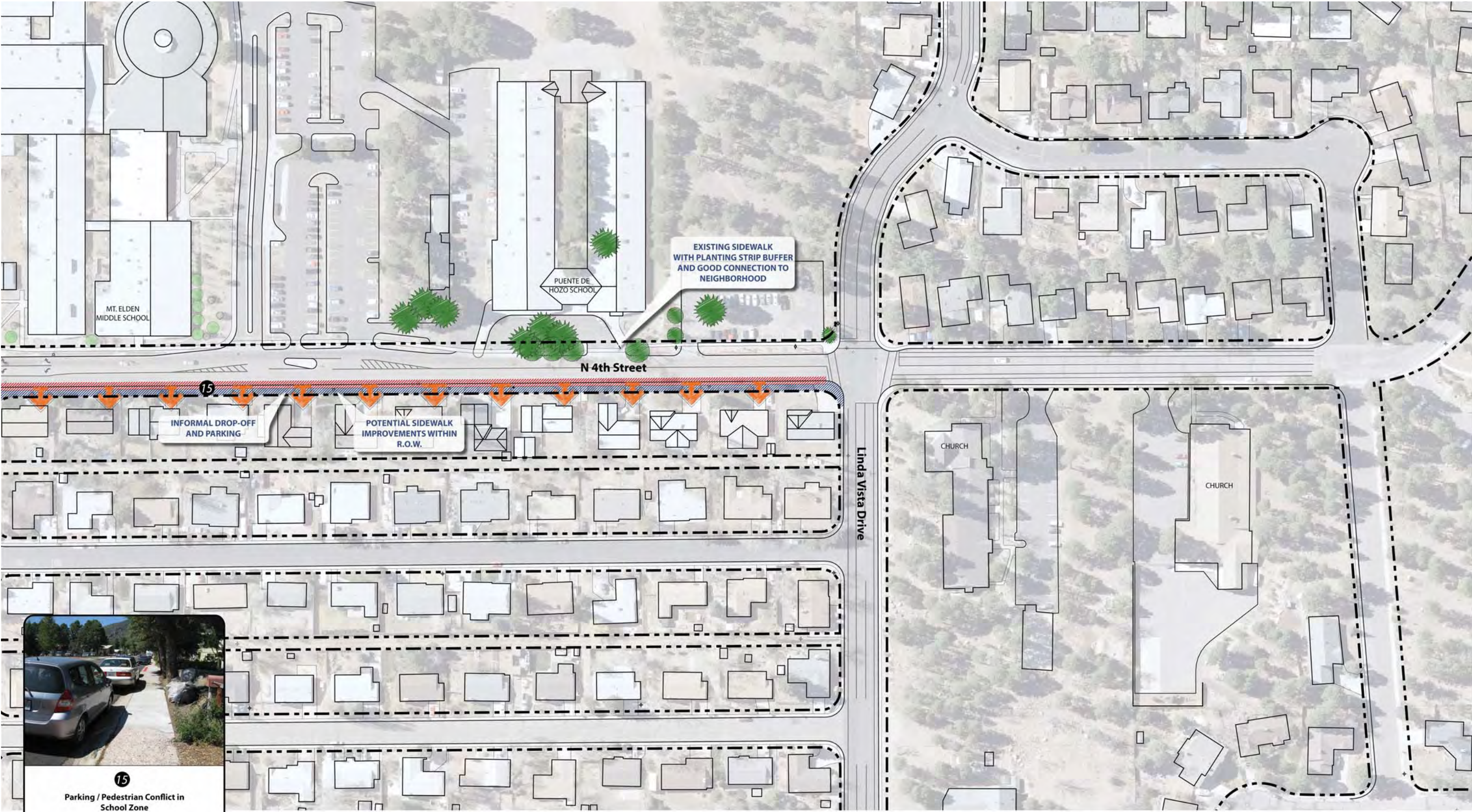




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Figure 2-4: Existing Conditions (4)





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## 2.2 Traffic Study Analysis

The analysis of the existing traffic conditions is to illustrate and outline the existing traffic patterns along 4th Street, between Cedar Avenue and Route 66, in Flagstaff, AZ. The study addendum objectives are:

- to describe the parameters of the study corridor, define the study intersections,
- analyze the 2009 existing PM peak traffic conditions, and
- illustrate and analyze crash history data along the corridor.

### 2.2.1 Traffic Summary

**Site Location and Study Area:** The 4th Street Corridor study is located in the east region of Flagstaff, AZ. The study intersections, as outlined by the City of Flagstaff include:

- Cedar Avenue/Lockett Road and 4th Street
- 7th Avenue and 4th Street
- 6th Avenue and 4th Street

The intersection of 4th Street and Route 66 was not analyzed as part of this study. The following minor intersections along 4th Street were also not analyzed as directed by the City:

- Dortha Avenue and 4th Street
- Greenlaw Lane and 4th Street
- Felice Avenue and 4th Street
- Rose Street and 4th Street
- 5th Avenue and 4th Street
- 4th Avenue and 4th Street
- 3rd Avenue and 4th Street

#### *Corridor Description*

The 4th Street Corridor consists of two travel lanes in both the north and southbound directions, with a center two-way left turn median. The two-way left turn median serves access to and from the many businesses fronting along 4th Street. There are several collector roads that allow traffic to access the surrounding Greenlaw and Sunnyside neighborhoods from 4th Street.

The signalized intersection of 4th Street and Cedar Avenue/Lockett Road consists of one thru lane and a separate left turn lane at all four legs of the intersection. The east and westbound approaches both consist of separate channelized right turn lanes. The northbound approach has a separate right turn lane, while the southbound approach has a shared thru/right lane.

The T-intersection of 4th Street and 7th Avenue is also signalized, with separate left and right turn lanes in

the westbound approach and two thru lanes in the north and southbound direction and a separate left turn lane for the southbound approach. There currently is no eastbound movement at the intersection.

All other intersections along 4th Street, located within our study area, are stop controlled intersections, with the north and southbound movements along 4th Street as the free movements.

Refer to the following figures for the intersection layouts along 4th Street.

#### *Principle Findings*

Under the 2009 Existing Conditions, the intersection of Cedar Avenue/Lockett Road and 4th Street currently operates at a Level of Service (LOS) E under the PM peak hour conditions. The 7th Avenue and 4th Street intersection operates at a LOS C under the PM Peak hour conditions. All movements at the stop controlled intersection of 6th Avenue and 4th Street, currently operate at acceptable Levels of Service (LOS C or better), except for the EB left turning movement which operates at a LOS D.

The Accident Data History Report, from the Arizona Department of Transportation, collected from January of 2006 to December of 2008 illustrates that a total of 115 accidents occurred along 4th Street between Cedar Avenue/Lockett Road and 3rd Avenue. Four of these accidents resulted in “incapacitating injuries” as described in the report. Six accidents involved “possible injuries” and the remaining 104



Figure 2-5: Intersection Configurations



accidents reported “no injuries” or “non-incapacitating injuries”.

### Conclusions of Existing Data

The intersection of Cedar Avenue/Lockett Road and 4th Street, under the 2009 existing PM peak hour conditions, does not operate at an acceptable Level of Service (LOS E). This is strongly due to a heavy NB left turning movement not having enough green time from the traffic signal to clear the amount of cars that queue up at the intersection.

The intersection of 7th Avenue and 4th Street currently functions at an acceptable Level of Service (LOS C) under the 2009 existing PM peak hour conditions.

## 2.2.2 Analysis of Existing Conditions

### Physical Characteristics

The existing intersections analyzed for this report are:

- Cedar Avenue/Lockett Road and 4th Street
- 7th Avenue and 4th Street
- 6th Avenue and 4th Street

#### Cedar Avenue/Lockett Road and 4th Street

This is currently a signalized, four-legged intersection. The intersection is offset with the realignment of the Cedar Avenue and Lockett Road happening through the middle of the intersection. The intersection currently has separate left turn lanes on all four legs of the intersection. The southbound approach has a single shared-thru lane. The northbound approach has a single thru lane with a separate right turn lane. The eastbound approach has a single thru lane with a channelized, free-flowing, right turn lane. The westbound approach currently has a single thru lane and a channelized, stop controlled, right turn lane.

#### 7th Avenue and 4th Street

This T-intersection currently is signalized. Both the northbound and southbound approaches operate with two thru lanes. The southbound approach also has a separate left turn lane. The westbound approach operates with separate left and right turn lanes.

All other intersections along the 4th Street corridor operate as stop-controlled, with the free-flowing movements north and south along 4th Street and the stop controlled along the east and west movements. Please note no Level of Service analysis was performed on the intersections. These intersections are:

- Dortha Avenue and 4th Street
- Greenlaw Lane and 4th Street

- Felice Avenue and 4th Street
- Rose Street and 4th Street
- 6th Avenue and 4th Street
- 5th Avenue and 4th Street
- 4th Avenue and 4th Street
- 3rd Avenue and 4th Street

### Existing Volumes

Traffic counts for the PM peak hour were collected by the City of Flagstaff at the following intersections on May 19, 2008:

- Cedar Avenue/Lockett Road and 4th Street
- 7th Avenue and 4th Street
- 6th Avenue and 4th Street

Average Daily Traffic (ADT) volumes were also collected by the City of Flagstaff. All traffic count data can be seen in the Appendix of this report.

Please note, as part of the scope of work for this study, the AM peak hour traffic data was not collected at these intersections.

### Intersections Level of Service

Level of Service (LOS) is a term used by the Highway Capacity Manual (HCM) to describe the traffic operations of an intersection, based on congestion and delay. LOS ranges from A (almost no congestion or delay) to F (traffic demand is above capacity and the intersection experiences long queues and delays). LOS C is generally considered acceptable for rural intersections. LOS D is acceptable for urbanized intersections. LOS E is the threshold when the intersection reaches capacity.

**Table 2-1: LOS Unsignalized Intersections Criteria**

A	≤10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

**Table 2-2: LOS Signalized Intersections Criteria**

A	≤10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

Source: Highway Capacity Manual (HCM) 2000, Transportation Research Board National Research Council, Washington D.C., 2000.



**Table 2-3 Traffic Operations Summary – 2009  
Existing PM Peak Hour**

Peak Hour	Intersection	Delay (sec/veh)	LOS
PM	Cedar Avenue/Lockett Road and 4th Street	58.3	E
PM	7th Avenue and 4th Street	20.5	C

Table 2-1 summarizes LOS delay criteria for stop controlled movements at unsignalized intersections. Table 2-2 summarizes LOS delay criteria for signalized intersections.

For this report, the LOS for each intersection was calculated using the Synchro/SimTraffic 7 software package. Table 2-3 summarizes the existing conditions LOS for the study intersections during the PM peak traffic hours. It should be noted; the City of Flagstaff also provided the signal timings at all signalized intersections within the study area. These timings were input in the traffic model to represent actual existing conditions.

Currently, the Cedar Avenue/Lockett Road and 4th Street intersection does not function at an acceptable Level of Service during the PM peak hour, while the 7th Avenue and 4th Street intersection does.

### Road Sections Level of Service

Level of Service (LOS) for a road section is the evaluation of how traffic flows verses posted speed limit and mobility between lanes. There are six Levels of Service, A-F with A being best and F being worst. The Highway Capacity Manual and AASHTO Geometric Design of Highways and Streets (“Green Book”) list the following Levels of Service:

- A = Free flow
- B = Reasonably free flow
- C = Stable flow

- D = Approaching unstable flow
- E = Unstable flow
- F = Forced or breakdown flow

LOS D is considered an acceptable level for urban streets during peak hours.

To determine the LOS along the 4th Street Corridor, Peak AM and PM and Average Daily Traffic (ADT) was measured at three locations; south of Linda Vista, between Greenlaw Lane and Felice Avenue, and between 4th Avenue and 5th Avenue. Table 2-4 summerizes the volumes collected at each of these locations between October 27, 2009 and November 4, 2009. The average for each time period was calculated using counts taken Monday through Friday. Saturday, Sunday, and half day counts were not used in calculating the average.

**Table 2-4 Road Section Average Traffic Volumes**

Location	AM Peak	PM Peak	ADT
South of Linda Vista	44	194	2474
Greenlaw Lane - Felice Avenue	821	1252	14001
4th Avenue and 5th Avenue	1605	1862	21395

Tables 2-5 and 2-6 were used to compare the LOS for road sections based on existing ADT and Peak two-way traffic volumes respectively. As presently configured, the road sections north of 7th Avenue function between a LOS B and C while the road sections south of 6th Avenue functions at a LOS C.

### Travel Speeds

Travel speeds along the 4th Street Corridor vary based on

**Table 2-5 Road Section Level of Service - Average Daily Travel**

Suburban				Rural				Urban			
4 Lane				4 Lane				4 Lane			
	Freeway	Arterial	Collector		Freeway	Arterial	Collector		Freeway	Arterial	Collector
LOS A	31,500	14,700	10,500	LOS A	20,500	8,900	7,400	LOS A	36,500	13,700	10,000
LOS B	45,500	20,500	15,200	LOS B	35,000	15,200	12,100	LOS B	49,500	18,400	13,100
LOS C	60,000	26,900	20,400	LOS C	50,000	22,000	17,200	LOS C	63,000	23,700	17,200
LOS D	70,000	31,200	24,200	LOS D	63,000	28,000	22,000	LOS D	73,000	28,000	20,400
LOS E	89,000	39,200	30,600	LOS E	80,000	35,500	27,400	LOS E	90,000	33,900	24,700

Source: Utah/Wasatch Front Specific  
Assumes phf between 8% and 12%, higher for better LOS and less urban conditions;  
\*No Right turn lanes will decrease capacity approximately 5% to 10%;  
This table contains approximate values. It is used for planning purposes only and should not be used for final design. Use with caution based on signal spacing, access management and other issues.



**Table 2-6 Peak Hour Two-Way Volumes - Urbanized Areas**

Class II (2.00 to 4.50 signalized intersections per mile)					
Lanes	Median	Level of Service			
		B	C	D	E
2	Undivided	**	1,020	1,480	1,570
4	Divided	**	2,420	3,220	3,400
6	Divided	**	3,790	4,800	5,150
8	Divided	**	5,150	6,530	6,880

Source: Florida Department of Transportation  
Values shown are presented as hourly two-way volumes for levels of service. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications.

the road section, amount of traffic at a given time, and time of day. The posted speed limit for the corridor is 30 miles per hour (mph). However, based on information gathered during traffic counts, over 45 percent of vehicles traveling along the corridor exceed the posted limit, with approximately 9 percent exceeding the speed limit by 5 mph or more and 1 percent exceeding the limit by 10 mph or more. During the course of the traffic counts, 99 vehicles were counted at traveling speeds in excess of 50 mph with the majority of these occurring north of 7th Avenue.

As noted by The Highway Capacity Manual and AASHTO, less congestion often means higher travel speeds. This is evident in the definition of Level of Service A - conditions where traffic flows at or above the posted speed limit and all motorists have complete mobility between lanes. However, in urban areas, this is achieved at the detriment and safety of pedestrians and bicyclists.

### 2.2.3 Safety

Accident history was received from ADOT on July 7, 2009 for the dates January 1, 2006 through December

31, 2008. The following table shows the crash analysis of the 4th Street Corridor for the years 2006-2008 for “possible injury” and “incapacitating” accidents. All of this information, along with the extended Crash History Report, can be found in Appendix C.

Over the three year span of data received, there have been four incapacitating injury accidents along 4th Street. Of these four accidents, three involved pedestrians crossing 4th Street at locations where no crosswalk is located. The other accident involved a vehicle trying to cross 4th Street and getting hit at a right angle. Six of the accidents resulted in “possible injuries”. Of these six accidents, three involved pedestrians and the other three were dual vehicle collisions resulting from vehicles trying to get across 4th Street from a side street.

### 2.2.4 Data Sources

Traffic counts for the PM peak hour were collected for the study intersection on May 19, 2009 by the City of Flagstaff. Average Daily Traffic (ADT) volumes and vehicular speed counts were also collected by the City of Flagstaff along the 4th Street Corridor. The northbound and southbound volumes along 4th Street were collected south of the Cedar Avenue/Lockett Road intersection. This count data can be found in Appendix C.

Accident history was received from ADOT on July 7, 2009 for the dates January 1, 2006 through December 31, 2008.

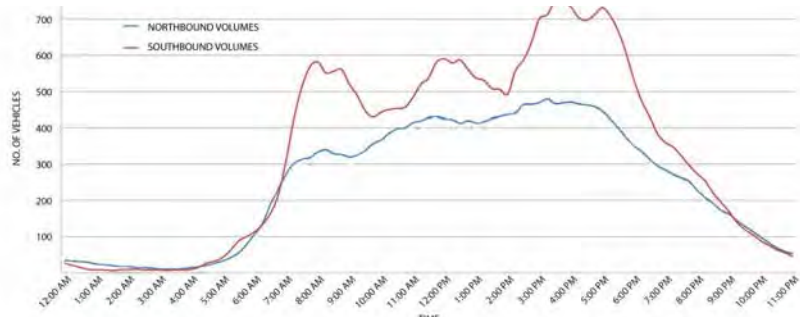
For this report, the LOS for each intersection was calculated using the Synchro/SimTraffic 7 software package.

**Table 2-7 Crash Analysis**

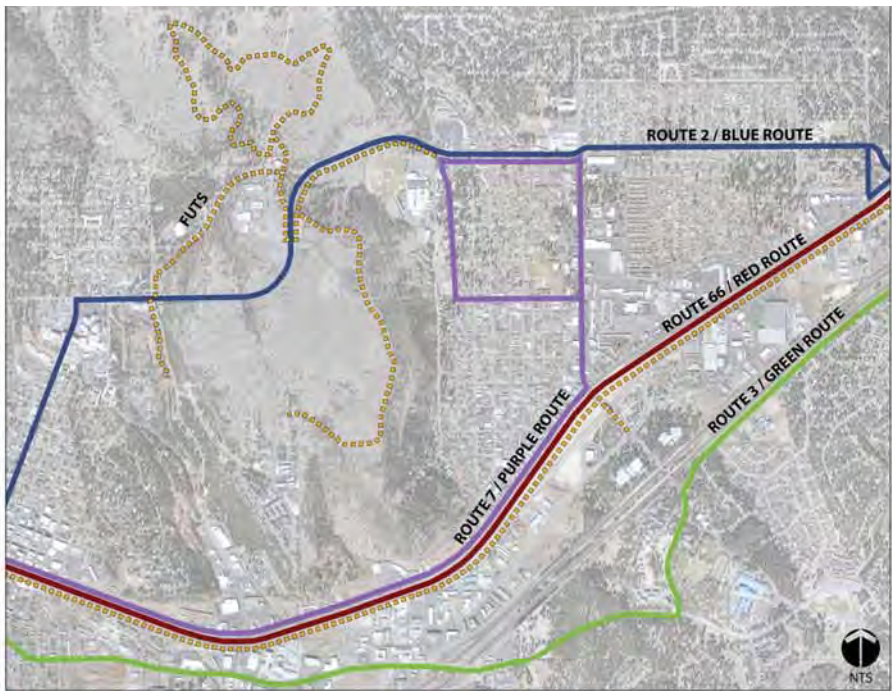
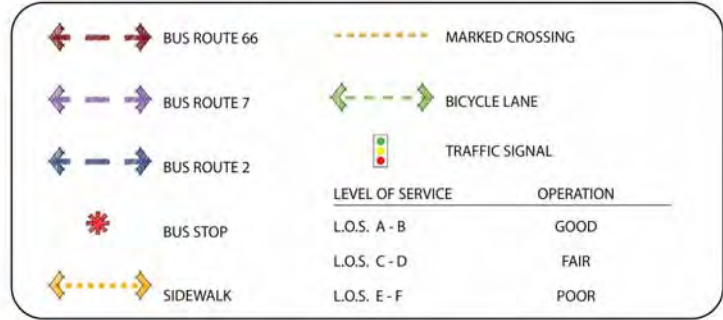
Year	Street	Cross Street	Injury	Location	Unit 1 Action	Unit 2 Action
2006	4th St	Lake Powell Blvd	Possible Injury	Intersection Related	Making Right Turn	Getting on/off Vehicle
2006	4th St	Lockett Rd	Incapacitating Injury	Not Junction Related	Crossing Road	Going Straight
2007	4th St	2nd Ave	Possible Injury	Driveway	Making Left Turn	Going Straight
2007	4th St	4th Ave	Possible Injury	Driveway	Other	Going Straight
2007	SB 40	4th St	Possible Injury	Intersection Related	Going Straight	Making Left Turn
2007	4th St	Dortha Ave	Incapacitating Injury	Not Junction Related	Crossing Road	Going Straight
2008	6th Ave	4th St	Possible Injury	Intersection Related	Slowing in Traffic	Going Straight
2008	SB 40	4th St	Possible Injury	Intersection Related	Going Straight	Going Straight
2008	4th St	6th Ave	Incapacitating Injury	Intersection Related	Other	Going Straight
2008	4th St	3rd Ave	Incapacitating Injury	Intersection Related	Crossing Road	Going Straight



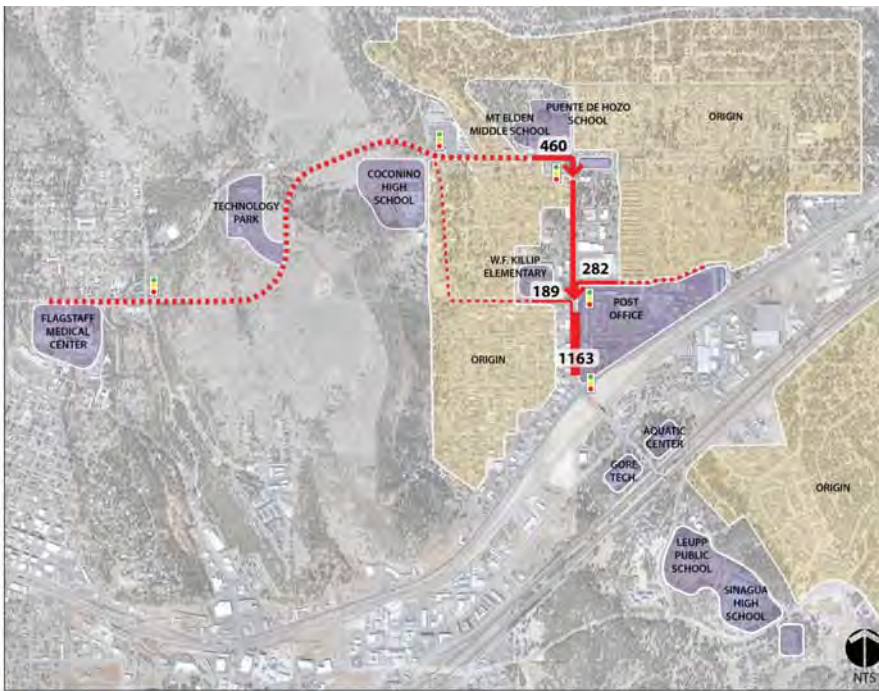
Figure 2-6: Transportation Analysis



Daily Traffic Volumes



Regional Bus Routes / Trails



PM Traffic Pattern





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## 2.3 Utility Inventory

Public and franchise utilities along 4th Street include water mains and laterals, wastewater mains and individual services, catch basins and storm drains, overhead electrical service, natural gas mains and services, telephone lines, cable television services and fiber optics lines. Below is a discussion of the locations and types of each service, as determined by review of existing City maps, GIS databases and As-Built Plans. Further investigation is needed to verify the exact location of underground utilities.

### 2.3.1 Water

#### Mains

As noted on the attached utility layout sheets, an 8-inch Asbestos Cement (AC) water main is located beneath 4th Street, approximately 17 feet east of the western ROW. This line runs from north of Linda Vista to the Linda Vista Intersection, where it intersects with a 10-inch AC line, running west under Linda Vista. Further south under the Linda Vista intersection, the 8-inch line bends 90° east and is joined at a “T” by a 6-inch line that proceeds south under 4th Street. This line is located approximately 20 feet west of the eastern ROW. This 6-inch AC water line continues southward to Cedar Avenue, where it terminates at a “T” into a 12-inch Cast Iron (CI) Pipe. Approximately 20 feet west of the “T” intersection, a 6-inch CI pipe is joined by a “T” into the 12-inch line and proceeds south under 4th Street, approximately 5-feet east of the western ROW line. The line continues southward to Dortha Avenue, where it is joined into a 6-inch AC line. The 6-inch AC line continues southward under 4th Street to Rose Street, where it bends and is expanded to a 12-inch AC line, located approximately 25-feet east of the western ROW. The 12-inch AC line continues southward beneath 4th Street until it reaches a point approximately 110 feet north of the Second Avenue intersection. At this location, the line bends 90° east and crosses 4th Street. The line is joined into a 12-Inch Ductile Iron (DI) pipe beneath the eastern edge of pavement beneath 4th Street, approximately 13 feet west of the eastern ROW. The line continues southward along 4th Street and into the intersection at Route 66. All valves, junction boxes, and cleanouts for these lines are located within the existing ROW.

#### Service Mains

Intersecting Service Mains along the route are listed in Table 2-8.

**Table 2-8: Intersecting Service Main Locations**

Service Main	Location
10-inch AC	Linda Vista (West of 4th Street)
6-inch AC	Linda Vista (East of 4th Street)
12-inch CI	Cedar Avenue
6-inch CI	Dortha Avenue
6-inch AC	Felice Avenue
8-inch AC	Sixth Avenue
6-inch AC	Fourth Avenue (Offset across 4th Street)
6-inch AC	Third Avenue
8-inch AC	Second Avenue

#### Laterals

The majority of laterals for the adjacent buildings are fed from the intersecting service mains along the cross streets noted in Table 2-8, with the following exceptions noted in Table 2-9.

**Table 2-9: Water Laterals along 4th Street**

Location	Size/Material	Direction from 4th Street
400 feet north of Cedar Avenue	6-inch AC	Westward
80 feet south of Cedar Avenue	6-inch AC	Eastward
165 feet south of 3rd Ave	6-inch DI	Westward
178 feet south of 3rd Ave	6-inch AC	35-foot x 130-foot loop
320 feet south of 3rd Ave	2-inch Copper	Westward

#### Hydrants

Fire Hydrants are fed from 6-inch laterals that terminate into a “T” joint. All of the laterals are either CI or DI pipe. The hydrant locations are noted in Table 2-10.

**Table 2-10 4th Street Hydrant Locations**

Hydrant Location	Side of 4th Street
185 feet south of Linda Vista Avenue	East
520 feet south of Linda Vista Avenue	East
680 feet south of Linda Vista Avenue	East
1,440 feet south of Linda Vista Avenue	West
40 feet south of Rose Street	West
285 feet south of Rose Street	West
650 feet south of Rose Street	West
930 feet south of Rose Street	West
160 feet south of Sixth Avenue	West
420 feet south of Sixth Avenue	West
585 feet south of Sixth Avenue	West
405 feet south of Fourth Avenue	West
230 feet south of Third Avenue	East
25 feet south of Second Avenue	West



## 2.3.2 Sanitary Sewer System

### Mains

An 8-inch diameter vitrified clay (VC) pipe is located under 4th Street, approximately 8 feet east of the western ROW boundary north of Linda Vista Avenue. This line terminates at a manhole located in the Val Vista Intersection. Flows from this line are carried 140 feet eastward beneath Linda Vista Avenue to a manhole that then directs flows south beneath the service alley running parallel with 4th Street. These flows are joined with additional flows from Cedar Avenue at a manhole in Cedar Avenue and directed west back to a manhole in 4th Street, located between Lockett Road and Cedar Avenue Intersections. The 8-inch VC pipe then continues to carry the sewer flows south under 4th Street. The pipe is located approximately 20 feet west of the eastern ROW boundary. This pipe continues southward until it terminates in a manhole at the Seventh Avenue Intersection. Flows are then sent west 8 feet into another manhole at the 7th Avenue Intersection, where the flows are then directed south in a 8-inch VC pipe located under 4th Street approximately 40 feet east of the western ROW boundary. The line continues in this location and direction to a manhole located at the 2nd Avenue intersection. At this point, the flows are joined by flows from a pipe in 2nd Avenue and sent to a manhole on the northeast corner of Route 66 and 4th Street intersection.

### Manholes

The manholes along 4th Street range in depth from 5 to 10 feet. The sizes and locations of each are as noted in Table 2-11.

## 2.3.3 Storm Sewer System

Stormwater that enters 4th Street is conveyed from north to south along 4th Street as the elevation drops approximately 115 feet within the project area boundary. Flows from Linda Vista to Lockett Avenue are conveyed along the east and west 4th Street gutters, and are collected into the underground stormwater piping system at the two catch basins located on the east and west sides of 4th Street, just north of Lockett Avenue. This system continues to collect flows in catch basins along 4th Street southward to 3rd Avenue, where the system then bends 90° west and conveys the flows along 3rd Avenue to the piping system on 3rd Street. 4th Street flows south of 3rd Avenue are conveyed along the gutters to approximately 40 feet north of 2nd Avenue, where they are collected into catch basins and conveyed to the stormwater system in Route 66.

*Table 2-11 Sanitary Sewer Manholes in 4th Street*

MH Number	Depth	Location on Fourth Street
9-342	6 feet	Linda Vista Drive Intersection
9-336	6 feet	Between Lockett and Cedar Avenue Intersections
9-204	7 feet	345 Feet south of Cedar Avenue Intersection
9-203	5 feet	25 feet south of Dortha Avenue Intersection
9-202	5 feet	415 feet south of Dortha Avenue Intersection
9-201	5 feet	180 feet south of Felice Avenue Intersection
9-200	7 feet	250 feet south of Rose Avenue Intersection
9-195	8 feet	20 feet NW of eastern ROW, Seventh Avenue Intersection
9-196	8 feet	50 feet east of western ROW, Seventh Avenue Intersection
9-197	8 feet	48 feet east of western ROW, Seventh Avenue Intersection
9-194	8 feet	Sixth Avenue Intersection
9-126	8 feet	165 feet south of Fifth Avenue Intersection
9-400	10 feet	420 feet south of Fifth Avenue
9-125	9 feet	40 feet south of Fourth Avenue Intersection
9-117	10 feet	Third Avenue Intersection
9-118	10 feet	Second Avenue Intersection

## 2.3.4 Electrical Utilities

### Overhead Lines

Overhead electrical lines run just inside the 4th Street western ROW boundary from north of Linda Vista to approximately 240 feet south of the Linda Vista Avenue intersection. Aside from this area there are only two locations where overhead electrical lines crosses 4th Street. There is a single service line that crosses 4th Street at Felice Avenue. A wooden pole support for this line is located within the western ROW boundary. Additionally, there is a 7-wire 69KVA service that crosses 4th Street at 6th Avenue. There is one wooden pole support for this line within the eastern boundary of the 4th Street ROW.

### Streetlights

Streetlights along 4th Street, predominantly located along the eastern ROW, consist of a 30-foot galvanized aluminum pole with a cobra-head configuration. They are generally located at approximately 300-foot intervals south of Cedar Avenue, and 600-foot intervals in the more residential areas north of Cedar Avenue.

### Transformers/Switch Gear

Two transformers were identified on electrical poles in the project area, and no switch gear was observed in the ROW in the project area.



As noted in the intersection discussion above, there are two signalized intersections in the project area. Signal cabinets for both are located on the respective southeast corners of each intersection within the existing ROW.

### 2.3.5 Natural Gas

A 2-inch diameter corrugated stainless (CS) steel tubing gas line is located beneath 4th Street from north of Linda Vista Drive to the intersection. The line is located approximately 18 feet east of the western ROW boundary. At the Linda Vista Drive intersection, the line expands to a 4-inch service and continues west along Linda Vista Drive, following the sanitary sewer route behind the houses that face 4th Street along the east side of the road. A 4-inch service line runs from the alleyway west, crossing the 4th Street ROW approximately 350 feet south of Linda Vista Drive. The line feeds the Puente De Hozho Trilingual Magnet School. The 4-inch line returns to the 4th Street alignment at the Lockett Road intersection; extending approximately 160 feet north of Lockett Road; crossing the Lockett Road/Cedar Drive intersection; and continuing south along 4th Street just inside the eastern ROW boundary. The 4-inch line continues south to the Dortha Avenue Intersection, where it then bends 90° west, crosses 4th Street and continues west along Dortha Avenue. At Felice Avenue, a 2-inch CS line extends east across 4th Street and “T’s” into a line that extends both north and south. The northern extension proceeds along the eastern 4th Street ROW boundary for approximately 90 feet. The southern extension continues for approximately 190 feet and then bends 90° west, crosses 4th Street and continues west onto private property, turning south behind the properties facing 4th Street. The 2-inch line enters the 4th Street ROW again at 6th Avenue, and proceeds north for approximately 120 feet. The location of this extension is under 4th Street about 20 feet east of the western ROW boundary. The line then bends 90° east, crosses 4th Street and provides service to the shops on the east side of the street. A 2-inch CS line also crosses the 4th Street ROW from the west at 4th Avenue.



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## 2.4 Opportunities

As part of the Background and Analysis phase of the project, several opportunities, and initial corridor organizational ideas were developed for the 4th Street Corridor. These ideas were based on the following:

- Analysis of the existing conditions inventory discussed in Sections 2.1 through 2.3 and opportunities
- Evaluation of the existing character along 4th Street
- Understanding of the East Flagstaff / 4th Street Corridor History
- Case studies
- Precedents in activity, artwork, and amenities

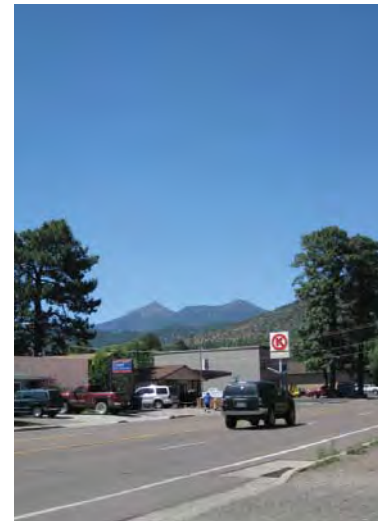
### 2.4.1 Analysis of Existing Conditions and Opportunities

As part of the inventory work completed through the the background gathering, an analysis of the existing conditions and opportunities was completed. The analysis identified several opportunities with the existing land use and conditions along the corridor. These included:

- Potential connections between the 4th Street Corridor bicycle facilities and the FUTS trail along the southern edge of Route 66;
- Public art opportunities for gateways and within City owned land at Route 66 intersection;
- Visual termini along the Greenlaw and Pine Grove Shopping Centers which could be highlighted to visually link the neighborhoods to the east with the corridor;
- Several excellent restaurants and specialty stores within the southern section of the corridor like the Flagstaff Farmers Market, Caked, and Fratelli's Pizza;
- Several destinations in the northern section of the corridor such as North Country Health Center, Coconino Health and Community Services, Coconino Community College, Mount Elden Middle School, East Flagstaff Library, and San Francisco De Asis Parish;
- Potential neighborhood connections from 4th Street to 3rd Street and King Street via streets, setbacks along property lines, and utility easements;
- Transit connections between the Purple Route which runs north-south along 4th Street and the two major east-west transit routes along Route 66 (Orange Route) to the south and

Cedar Avenue/Lockett Road (Blue Route) to the north. Both of these east-west routes provide opportunities to link 4th Street Corridor with downtown Flagstaff to the west and Flagstaff Mall to the east, while also providing regional access to 4th Street via transit; and

- Spectacular views of the San Francisco Peaks and Mount Humphries to the west, Mount Elden to the north, and the Coconino National Forest to the south.



*Many Places Along 4th Street Provide Excellent Views of the San Francisco Peaks*

### 2.4.2 Existing Character Analysis

Along with the opportunities identified during the inventory, an analysis of the existing land use pattern was studied to determine how this impacted the existing character of the corridor. Three major land use patterns were identified, commercial/retail, office/institution, and residential. These patterns were fairly well-defined as follows:

#### *Commercial/Retail*

Primarily occurring on both sides of the street in the southern half of the corridor from 6th Avenue south to Route 66. This commercial/retail also extends north along the east side of the corridor to about Rose Avenue.

#### *Office/Institution*

On both sides of the street in the northern half of the corridor, between Cedar Avenue/Lockett Road and Rose Avenue, the dominate land use is office space and institutions. The Office/Institution land use pattern continues south to 6th Avenue on and north to Linda Vista Lane on the east side.

#### *Residential*

Residential is primarily located north of Cedar Avenue/Lockett Road. There are also strong neighborhoods one to two blocks in from the corridor to the east and west, with Sunnyside Neighborhood to the west along the entire length of the corridor and Greenlaw Neighborhood to the east, north of 7th Avenue.



## **The 4th Street Character Areas**

The land use patterns along the corridor create five relatively distinct zones. These are from south to north:

### **Historic Route 66/Santa Fe**

Defined by Route 66 and the open space on all corners of the 4th Street/Route 66 intersection; these open spaces create opportunities to develop a gateway into the 4th Street Corridor.

### **Neighborhood Market**

This area is defined by the Flagstaff Farmers Market, Caked, Fratelli's Pizza and other specialty shops in Pine Grove and Greenlaw Shopping Centers. They create an active zone in the southern portion of the corridor that is under utilized by pedestrians due to the lack of crossing opportunities.

### **The Core**

The intersections of 6th Avenue and 7th Avenue create an informal center, or core, within the corridor. It is a busy area for both vehicles and pedestrians with a mixture of uses, including retail, offices, banks, and charter schools. However, they are dominated by the two gas stations on the southwest corner of 6th Avenue and the southeast corner of 7th Avenue and are counter productive to this being the center, or core, of the corridor.

### **Office "Green"**

The office and institutional buildings between Rose Avenue and Cedar Avenue/Lockett Road define this section of the corridor. Large setbacks along the east side provide a park-like setting and the sparsely spaced trees on the west frame views of the San Francisco Peaks.

### **Residential Area**

The area north of the Cedar Avenue/Lockett Road is defined by the residential neighborhood on the east side. The road steepens through this area providing spectacular views of the Coconino National Forest to the south.

The character of the corridor can be refined into two major land use types, the Urban Hardscape which encompasses Historic Route 66, the neighborhood Market, and the "Core" and the Urban Green which includes the Office "Green", and the Residential area north of Cedar Avenue/Lockett Road.

These character areas should be reinforced as the

project moves into the conceptual design phase. The neighborhood market should become the hub of activity and connections between the east and west side of the streets should be strengthened. The "Core" should become the "You are Here" space; providing a memorable space for visitors and a gathering place for communities, linking the neighborhoods to the east and west of the corridor. The park-like setting of the Office "Green" should be enhanced and views toward the San Francisco Peaks and Coconino National Forest preserved.

### **2.4.3 4th Street as a Commuter Through Route or Destination**

In its present configuration, 4th Street Corridor tries to function as both a commuter through route and a destination. The roadway has been configured with an emphasis placed on moving vehicles through the corridor as quickly as possible. This is often achieved at the detriment of other modes of transportation, particularly pedestrians. Nowhere is this more evident than in the lack of pedestrian crossing facilities which, as discussed in Section 2.1.5, is limited to three intersections, Cedar Avenue / Lockett Road, 7th Avenue, and Route 66 with only the Route 66 intersection allowing pedestrians to cross at all four corners. Meanwhile these same intersections are congested to the point where they no longer function as an acceptable Level of Service. Conversely the road sections flow freely, further emphasizing the movement of vehicles and not people. This has resulted in higher speeds along the corridor, with over 45 percent of the vehicles exceeding the posted speed limit of 30 mph. 9 percent of these travelers exceed the speed limit by 5 mph or more.

Meanwhile, the types of land uses surrounding the corridor have trended as more destination oriented. Uses such as North Country Health Center, Coconino Community College, Pine Grove and Greenlaw Shopping Center, Farmer's Market Grocery Store, small retail and commercial businesses, churches, and office buildings attract users not only from the neighborhood, but from around the region. Schools, including Mount Elden Middle School, Killips Elementary School, Coconino High School, and several charter schools place children in the corridor, requiring use of the existing inadequate pedestrian or bicycle facilities. Furthermore, health care facilities and schools attract a large percentage of public transportation use. This also requires adequate transportation and pedestrian facilities to help users reach their destination, neither



of which exist along the corridor with its emphasis on vehicular traffic.

The conflict between vehicular commuting and other modes of transportation is most evident in the corridor current conditions with its wide roadway and limited bicycle, transit, and pedestrian facilities. Emphasis on one mode of transportation over the others has resulted in the road being used by more and more vehicles for commuting, while dividing the Sunnyside and Greenlaw neighborhoods and limiting access to businesses. Furthermore, without adequate crossing facilities, the road also divides uses on both sides of the street further promoting more vehicular use and/or encouraging jaywalking which potentially leads to more pedestrian and vehicular conflicts.

As mentioned in Chapter 1, determining whether 4th Street is a commuter route or destination is paramount to the success of the project. Below is a list of benefits and disadvantage of promoting 4th Street as a commuter route or a destination.

#### ***Benefits of 4th Street as a Commuter Through Route***

- Provides an uninterrupted north-south route in East Flagstaff with grade separated railroad crossings;
- Links major east-west routes (Route 66, Cedar Avenue, and Butler Avenue), providing access to downtown Flagstaff, the employment centers at the Technology Park and Flagstaff Medical Center, and the retail shops at Flagstaff Mall;
- Provides excess volume capacity in road sections for future growth;
- Connects East Flagstaff neighborhoods north and south of I-40;
- Offers choices for vehicular commuters; and
- Exposes a large number of commuters to the corridor who may come back to shop.

#### ***Disadvantage of 4th Street as a Commuter Through Route***

- Intersections are already at capacity or failing and are designed only for vehicles;
- Promotes a single mode of transportation, vehicles, which results in an effort to move cars, not people, through the corridor;
- Discourages other modes of transportation as roadway needs to be designed for moving vehicles;
- Encourages more car oriented businesses, drive-thru restaurants, gas stations, convenience

stores, strip malls, etc., which require more access points, larger parking lots, less density, and are not pedestrian-friendly;

- Increases traffic speeds;
- Reduces neighborhood connectivity and divides neighborhoods;
- Increases pavement and higher emission in an area where people live; and
- Creates an unsafe pedestrian environment.

#### ***Benefits of 4th Street as a Destination***

- Provides an uninterrupted north-south route in East Flagstaff with grade separated railroad crossings;
- Connects neighborhoods and businesses;
- Encourages higher density redevelopment;
- Promotes all modes of transportation;
- Produces a more sustainable neighborhood; and
- Creates a safer and more comfortable pedestrian environment.

#### ***Disadvantages of 4th Street as a Destination***

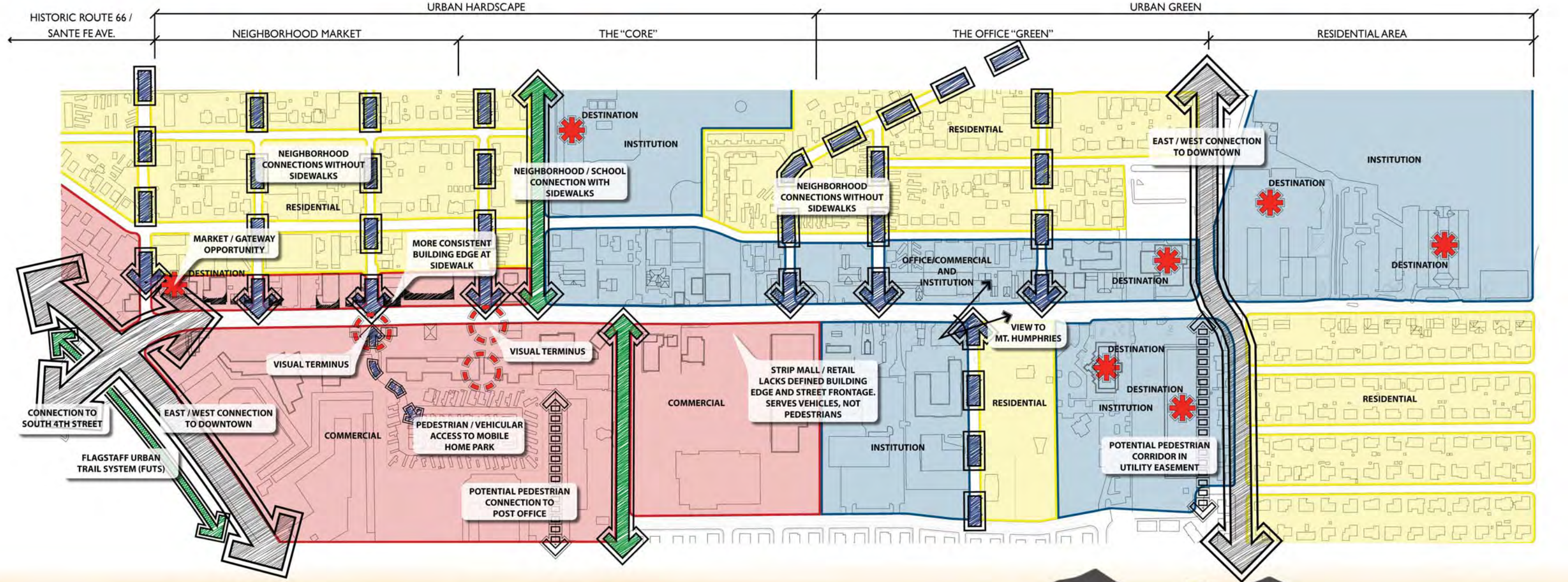
- Increases congestion and slow traffic speeds within the corridor;
- Encourages commuters to use other routes and potentially residential streets, shifting congestion from 4th Street to another location;
- Limits potential for convenience businesses such as drive-thru restaurants and banks, gas stations, and strip malls; and
- Limits commuter choices to access major employment centers, particularly Technology Park and Flagstaff Medical Center.



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Figure 2-7: Existing Character Analysis





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## 2.4.4 Corridor History

Cultural and natural history have played an immense role in shaping the 4th Street Corridor and should be utilized during the development of concept to provide a level of authenticity to the streetscape design. Understanding and demonstrating the history of the corridor will help link the surrounding neighborhoods and create a memorable streetscape with a strong sense of place. The history of the area is as follows:



Greenlaw Ranch, East Flagstaff (c. 1914)  
Source: Grand Canyon Historical Society

### Early Settlement

In the late 1800s and early 1900s the areas were settled by the Greenlaw family which operated a ranch and sawmill along 4th Street in what is now considered East Flagstaff.

### Original Function

4th Street was originally developed to not only provide access into the area but also to handle stormwater drainage off of Mount Elden.

### Neighborhood Development

In the 1930s the area west of 4th Street was subdivided and a street system was laid out in a grid pattern, creating the Sunnyside neighborhood. Soon after, the Greenlaw Neighborhoods, Greenlaw Ranch east of the 4th Street Corridor and Upper Greenlaw north of Lockett Road were laid out. However Greenlaw Ranch was separated from the corridor with only 7th Avenue providing access.

### Annexation

The City of Flagstaff annexed the Sunnyside Neighborhood and the Greenlaw Neighborhoods in 1959.

### Strip Mall Development

In the late 1960s and early 1970s the large strip malls, Pine Grove and Greenlaw Shopping Centers were developed, followed by the large box stores north of 7th Avenue and a retail shopping center on the southeast corner of Lockett Avenue, which subsequently became Coconino Community College and the East Flagstaff Library.

### Road Widening

To handle the increase in traffic caused by the shopping centers, the City began widening 4th Street. However, rather than widening both sides of the street, the street was widened to the east which impacted with already limited pedestrian space.

### Vehicular Connectivity

Most recently, the development of the 4th Street Bridge, which provides grade separation over the Sante Fe railroad tracks and Interstate 40 change the character of the corridor. It became more of a commuter route, linking neighborhoods southeast of I-40 with Route 66 and Cedar Avenue and ultimately downtown. Although it was already in decline, this change has greatly affected the retail businesses along the corridor.

### Emerging Land Uses

Another recent development was the increased presence of health care with the development of the two regional health care facilities, North Country Health Center and the Coconino Health and Community Services. Several other smaller health and medical offices have moved into the office buildings along the northern section of the corridor. Since these facilities cater to lower income residents who rely on public transportation, this has placed a greater need for the corridor to be more multimodal.



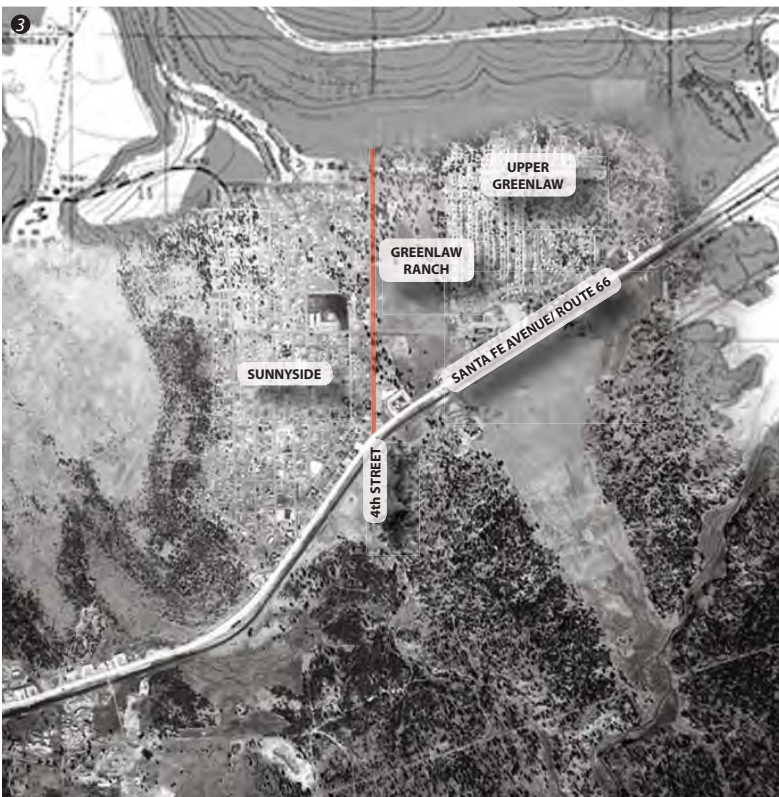
North Country Health Center





## East Flagstaff / 4th Street History

- 1 Greenlaw Sawmill and Mt. Elden - early 1900s
- 2 4th Street - 1963
- 3 East Flagstaff - 1959
- 4 East Flagstaff - 1970s
- 5 4th St at 7th Ave looking East - 1968
- 6 4th St at 7th Ave looking East - 2009
- 7 Map of East Flagstaff - 1966



- During the late 1800s and early 1900s the Greenlaw family operated a ranch and sawmill in what is now considered East Flagstaff.
- An original reason for the construction of 4th Street was to handle drainage from Mount Elden
- Land on the west side of 4th Street was subdivided and developed in the 1930s
- The City of Flagstaff annexed Sunnyside and Greenlaw in 1959
- Between 1974 and 1979, as the east side of 4th Street developed, the City began to widen 4th Street to accommodate increased traffic volumes



## 2.4.5 Case Studies

Five successful corridor redevelopment projects from around the country were studied based on similar problems they shared with 4th Street and to identify the key principles for redevelopment that made them successful. These corridors included:

- East Main Street; Walla Walla, Washington
- Grant Avenue; Odessa, Texas
- Cliffside Neighborhood; Toronto, Canada
- 4th Avenue; Tucson, Arizona
- Mill Avenue; Tempe, Arizona

### *East Main Street*

In the 1980s the retail sector in downtown Walla Walla suffered a decline in business as new growth occurred in outer edges of the city. To encourage redevelopment of business, a streetscape improvement plan that included decorative paving, art elements, lighting, and new landscaping was implemented. These improvements led to a revitalization of the area.

### *Grant Avenue*

This main road was transformed in the early 1990s and soon began to revitalize the area. With a wide street and large plots, designers implemented several techniques such as adding decorative paving, realigning curb geometry, and adding new landscape elements. The overall effect resulted in improving the quality of the area and revitalizing business occupancy from 55 percent to 85 percent.

### *4th Avenue*

Historically the Fourth Avenue District was a place for shopping but as Tucson grew it fell into disrepair. Through redevelopment, it is now considered a premier place for civic, social, cultural, and artistic experiences. Redevelopment also spurred growth with the incorporation of art, enhanced lighting, wayfinding, landscaping, paving, and a street car for local public transit.

### *Mill Avenue*

As with other streets, Mill Avenue has gone through economic changes and experienced its highs and lows. Always a hot spot for activity, it wasn't until the late 1990s that Tempe implemented lane reductions, paving additions, decorative lighting, street fairs, and public art on Mill Avenue. These changes resulted in Mill Avenue being voted by the American Planning Association as one of its "Ten Great Streets".

## *Cliffside Neighborhood*

The design strategy for redeveloping the Cliffside Neighborhood along Kingston Road was to inject a series of open spaces connecting surrounding areas for friendlier pedestrian movement along a wide road. The design called for multiple typologies called 'slips' to cross roads and intertwine between buildings. These 'slips' could be programmed for various activities.

## 2.4.6 Key Principles for Redevelopment

Based on the analysis and case studies, several key principles for redevelopment were developed for this project. These include:

- Develop the street as a destination;
- Generate a vibrant mixed-use corridor;
- Incorporate traditional neighborhood design and new urbanism principles;
- Provide a safe and comfortable pedestrian environment;
- Preserve historic and cultural resources;
- Connect with adjacent neighborhoods;
- Create a sense of place based on corridor character through incorporation of art;
- Make 4th Street a "complete street" – a true multimodal corridor;
- Build a hierarchy and structure to create organization and visual order;
- Protect view sheds and view corridors;
- Manage access control; and
- Integrate green street and sustainability principles.

These principles will be used as a guide for the development of concepts for the 4th Street Corridor.



## East Main Street; Walla Walla, Washington

In the 1980s the retail sector in Downtown Walla Walla suffered a decline in business as new growth occurred in outer edges of the city. To encourage redevelopment of business, a streetscape improvement plan that included decorative paving, art elements, lighting, and new landscaping was implemented. These improvements led to a revitalization of the area.



## Grant Avenue; Odessa, Texas

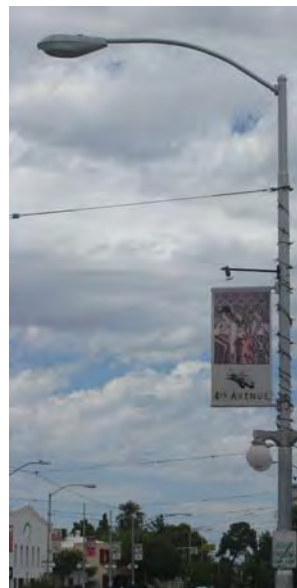
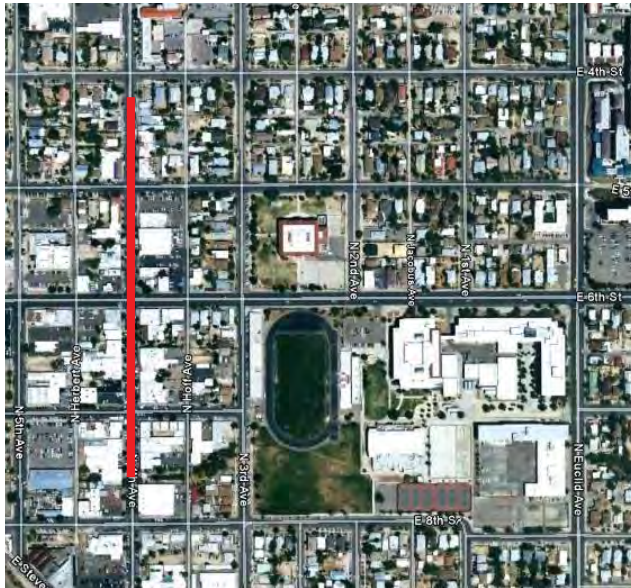
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## 4th Avenue; Tucson, Arizona

Historically the 4th Avenue District was a place for shopping but as Tucson grew it fell into disrepair. Through redevelopment, it is now considered a premier place for civic, social, cultural, and artistic experiences. As Tucson grew, the district fell into disrepair. Redevelopment also spurred growth with the incorporation of art, enhanced lighting, wayfinding, landscaping, paving, and a street car for local public transit.



## Mill Avenue; Tempe, Arizona

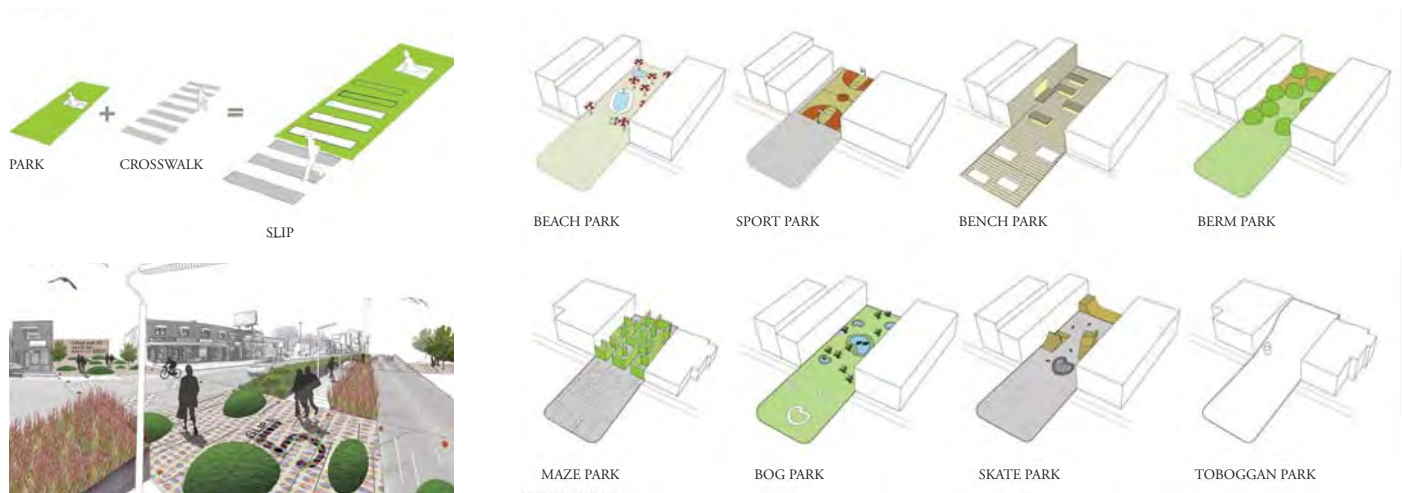
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## Cliffside Neighborhood; Toronto, Canada

The design strategy for redeveloping the Cliffside neighborhood along Kingston Road is to inject a series of open spaces connecting surrounding areas for friendlier pedestrian movement along a wide road. The design called for multiple typologies called 'slips' to cross roads and intertwine between buildings. These 'slips' could be programed for various activities.







# Concept Design Options



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## 3.0 Concept Design Options

Based on the guiding principles discussed in Section 2.4.6, the existing conditions inventory and analysis, and stakeholder and community input received during the first Design Dialogue Workshop, multiple initial concepts were developed. These concepts were then refined into two options for presentation to the community.

### 3.1.1 Design Parameter

During Design Dialogue Workshop #1, stakeholders and the community provided direct input on issues and concerns for the 4th Street Corridor. These formed the basis for the conceptual design and the development of two distinct streetscape options. The following is a list of stakeholder and community issues and concerns:

- Reduce Traffic Speeds
- Create Places to Gather
- Provide More Green, Less Gray
- Make Street Comfortable for Pedestrians
- Develop a Street That Unites, Not Divides the Neighborhood
- Reinforce Our Strong Sense of Community
- Preserve the Views
- Develop a Cohesive, Unique, and Interesting Corridor

### 3.1.2 Initial Concepts

Four initial concepts were developed which explored ideas for addressing stakeholder and community concerns. These included:

- The “Hubs”
- The “Stitch”
- The “Meadow”
- The “Linear Park”

Each concept developed a theme and list of key components. These concepts were analyzed based how

they addressed the design parameters to determine which concepts, themes, and key components should be moved forward into the development of two streetscape options for presentation to stakeholder and community for further review and input.

### *The “Hubs”*

The “Hubs” develops a concept based on organizing 4th Street around a series of open areas that provide space for community events and programs as well as individual use. The highlight is the development of a large central plaza between 6th Avenue and 7th Avenue. The plaza is surrounded by streets, which organizes how vehicles circulate through these congested intersections. Another key component of this concept was the realignment of Cedar Avenue with the space between Coconino Community College and North Country Health Center swinging the road through the San Francisco De Asis Parish parking lot. This creates another large open space between the church and Mount Elden Middle School.

### Theme

The “Hubs” theme was based upon historic Hispanic urban design principles and Native American geometric patterns and orientation.

### Key Components

Key components of the “Hubs” include:

- Public community squares and plazas
- Fine grain road network
- Elimination of super blocks by introducing new roads
- Planted median
- Alternative truck route along 3rd Street
- Plaza used for snow storage

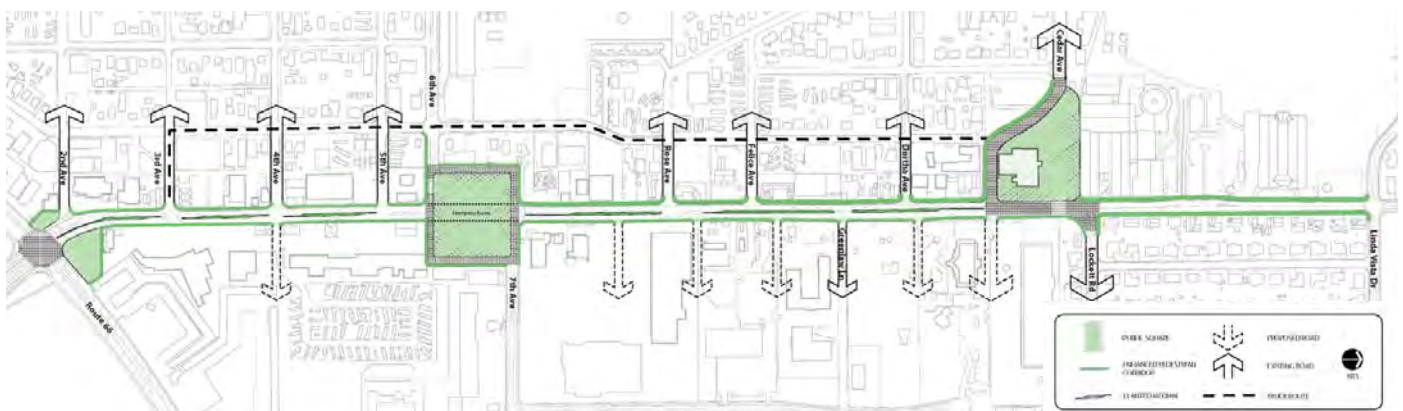


Figure 3-1: The “Hubs” Initial Design Concept





Figure 3-2: The “Stitch” Initial Design Concept

## The “Stitch”

The “Stitch” creates a concept based on a series of pocket parks and open spaces aligned with existing and proposed side streets, since most of these are “T” intersections. The parks are linked together with wider sidewalks on both sides of the streets. The Cedar Avenue/Lockett Road and 6th Avenue and 7th Avenue intersections remain unchanged, focusing on creating a stronger pedestrian environment.

### Theme

The theme for the “Stitch” concept would draw upon Flagstaff’s lumber industry and the sawmill once located in East Flagstaff near the corridor.

### Key Components

Key components of the “Stitch” include:

- Pocket parks and open spaces aligned with existing road network
- Enhanced crosswalks associated with the parks, including mid-block crossings
- Additional pedestrian corridor at shopping centers
- Potential road diet north of 7th Avenue
- Street furnishings and amenities reinforce theme
- Program pocket parks and open space to “tell” the story of Flagstaff’s lumber industry through interpretive information
- Phased implementation as funding and resources become available

## The “Meadow”

The concept for the “Meadow” organizes 4th Street around a series of large open / public spaces which fill in parking lots and existing setbacks along the corridor. Cedar Avenue/Lockett Road is realigned by changing the configuration of Lockett Road to create a perpendicular intersection, which, along with the City owned property on the northeast corner of Route 66, creates gateway parks at each end of the corridor.

### Theme

The “Meadow” creates a theme based on alpine meadows found throughout the Flagstaff area and introduces a series of meadows native to the Colorado Plateau.

### Key Components

Key components of the “Meadow” include:

- Series of open space “meadows”
- Enhanced pedestrian facilities on the east side of 4th Street
- New and enhanced pedestrian facilities on the west side of 4th Street
- Planted median
- Crossing facilities linked with open spaces
- Realign Cedar Avenue/Lockett Road intersection
- Open “meadow” area as can be used for snow storage
- Sustainability and stormwater management principles incorporated into medians and meadow



Figure 3-3: The “Meadow” Initial Design Concept



## The “Linear Park”

The “Linear Park” concept is based on reducing the overall width of the road, by eliminating the left turn median. This allows the roadway to shift west, creating a long linear park on the east side of the corridor where there are fewer driveway interruptions. Driveways into the shopping malls would be consolidated, creating an opportunity for open space development with parking lot reconfiguration.

### Theme

The “Linear Park” theme draws upon the natural ecology and history of the corridor; a series of bio-swales, basins, open spaces and other stormwater management opportunities. The “Linear Park” with stormwater features recalls one of the original purposes of 4th Street, improving drainage from Mount Elden.

## Key Components

Key components of the “Linear Park” include:

- Enhanced pedestrian “boulevard” along the east side of 4th Street
- Enhanced pedestrian facilities on the west side of 4th Street
- Stormwater management
- Pedestrian crossing facilities at key intersections with pedestrian activated signals and/or new traffic signals
- Incorporate principles of sustainability and “Green Street” technologies into streetscape design, materials, and furnishings



Figure 3-4: The “Linear Park” Initial Design Concept



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### 3.1.3 Conceptual Design Options

Based on analysis of the four initial concepts key components and how they addressed the design parameters, these initial concepts were refined into two conceptual design options. These two options are:

- The Village Square
- The Linear Park

Each option explored a development of:

- Design theme
- Common elements
- Street geometry
- Street connectivity
- Public gathering space
- Pedestrian circulation
- Neighborhood connectivity
- Pedestrian crossings
- Driveway consolidation
- Public art
- Cohesive landscape

#### *The Village Square*

The Village Square concept builds upon the initial concept called the “Hubs”; it creates three major parks, two at each end of the corridor and one in the center of the corridor.

#### **Theme**

The theme for the Village Square revolves around people, family, cultural history and connections.

#### **Common Elements**

Patterns are developed based on Native American and Hispanic art and culture and are incorporated into common elements that are placed throughout the corridor. These include:

- Gateway elements that recall the cultural history of 4th Street: East Flagstaff, hometown Flagstaff, our Flagstaff, the real Flagstaff
- Stories that interpret and inform users about: the local history, personal history, cultural references
- Art opportunities are explored and incorporated into: gateways, paving, seating, lighting, tree grates, receptacles
- Involvement of community groups are encouraged: schools, youth groups, neighborhoods

#### **Street Geometry**

The Village Square concept reorganizes the street

geometry by realigning the 6th/7th intersection, creating a large, square round-about around the central park. It also realigns Cedar Avenue/Lockett Road by shifting Cedar Avenue south through the San Francisco De Asis Parish parking lot and aligns it with a new street created between Coconino Community College and North Country Health Center. This new street connects into King Street.

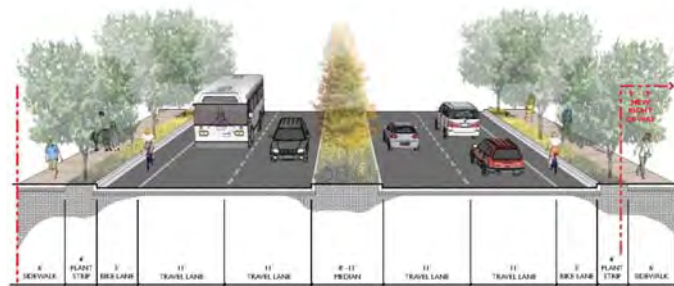


Figure 3-5: Village Square Northern Roadway Section

Two roadway sections are created, one north of the central park which includes a planting strip as a buffer between the road and pedestrians and a more urban section south of the central park which keeps the sidewalk wider and places trees in tree grates. Each section includes a planted median.



Figure 3-6: Village Square Southern Roadway Section

#### **Street Connectivity**

A key component of the Village Square concept is the development of a more traditional neighborhood street pattern on both sides of the street. This includes development of a new east-west street connection along property lines and utility corridor. 3rd Street is linked with Cedar, removing trucks and left turns from 4th Street by having delivery trucks to circulate northbound on 3rd Street and southbound on 4th Street or King Street.

#### **Public Gathering Space**

As mentioned above, three major parks are developed along the corridor. The southern park is placed on the City owned land that is currently used as an ADOT



storage yard. It serves as the gateway into the corridor. The central park is placed between the 6th/7th Avenue square round-about and serves as the Village Square, linking the Sunnyside Neighborhood and the Greenlaw Neighborhoods. The northern park occupies the open space created by the realignment of the Cedar Avenue/Lockett Road intersection. This new space links Mount Elden Middle School, Coconino Community College, East Flagstaff Library, and San Francisco De Asis Parish, creating an educational quadrant.

### Pedestrian Circulation

6-foot wide sidewalks are provided along both sides of the street with the pedestrian zone being separated from the roadway in the northern section by a planting strip. In the southern section of the corridor, this separation is created by a furnishing zone which includes benches, light poles, and street trees in tree grates.



Figure 3-7: Village Square Pedestrian Circulation

### Neighborhood Connectivity

Connections to adjacent neighborhoods are provided by installing sidewalks on all existing and new side streets and the creation of pedestrian pathways along property line and utility easements.

### Pedestrian Crossings

The realignments of Cedar Avenue/Lockett Road and 6th/7th Avenue will be signalized and provide better crossing facilities at each location. Additionally, new traffic signals are proposed at 3rd Avenue and 4th Avenue to enhance pedestrian crossings in the retail section of the corridor. New pedestrian activated signals are proposed at 5th Avenue, Rose Avenue and Greenlaw Lane.

### Driveway Consolidation

A key component of making the street more pedestrian-friendly is to reduce the potential for vehicular and pedestrian conflicts. This is done by improving intersections and by consolidating driveways. The 70 plus driveways have been consolidated by combining

or eliminating redundant driveways and introducing parallel parking along the corridor's west side, reducing the number to approximately 23 driveways.

### Public Art

Public art would be placed throughout the corridor through the development of custom street furnishings, interpretive elements, and sculptures placed in the parks.

### Cohesive Landscape

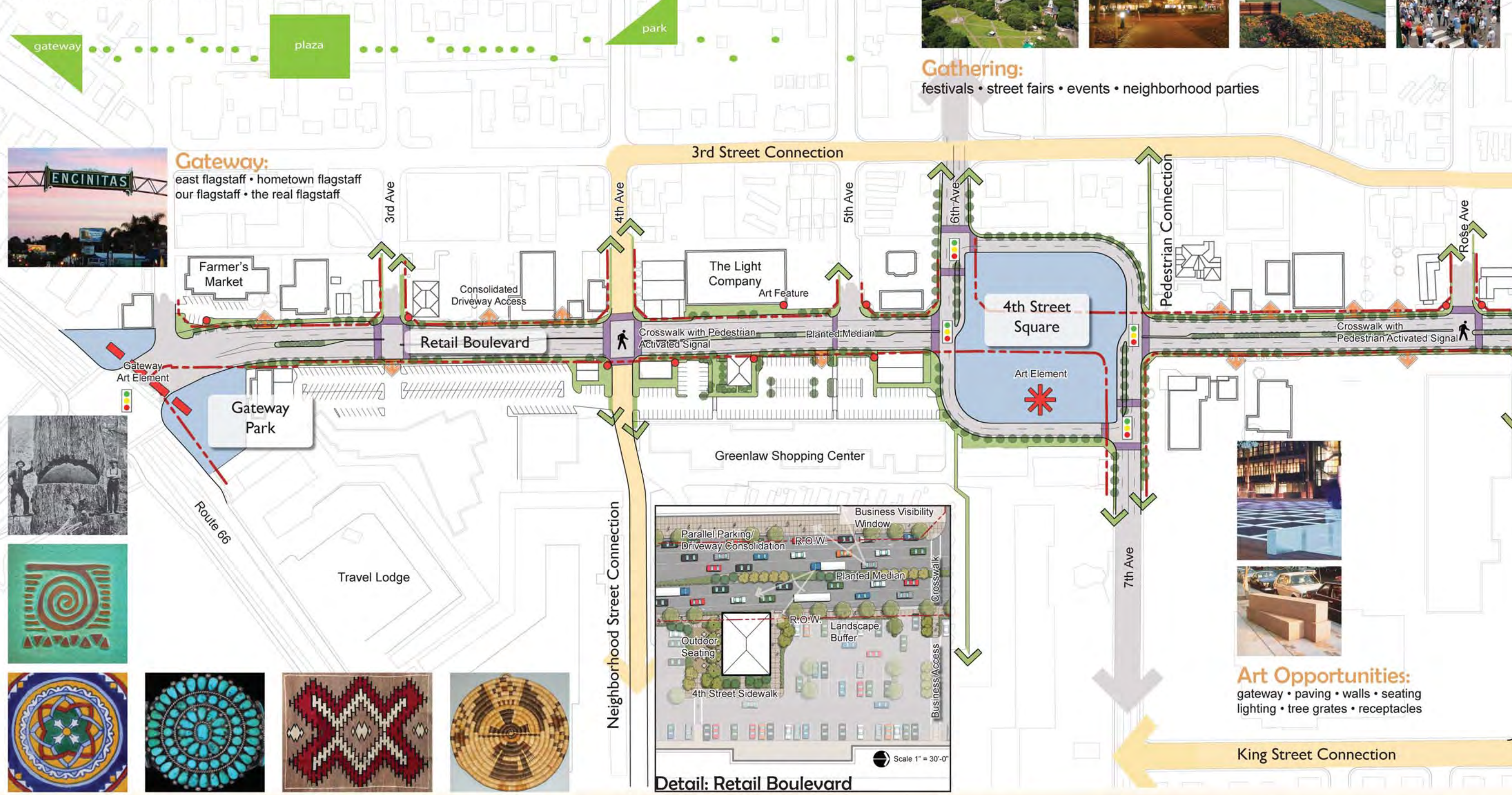
A cohesive appearance is developed for the corridor by providing a continuous street tree canopy along both sides of the street. This is augmented by a raised landscape median along the entire length of the corridor.



Figure 3-8: Village Square (1)

“Village Square”

people • family • community • culture history • connections

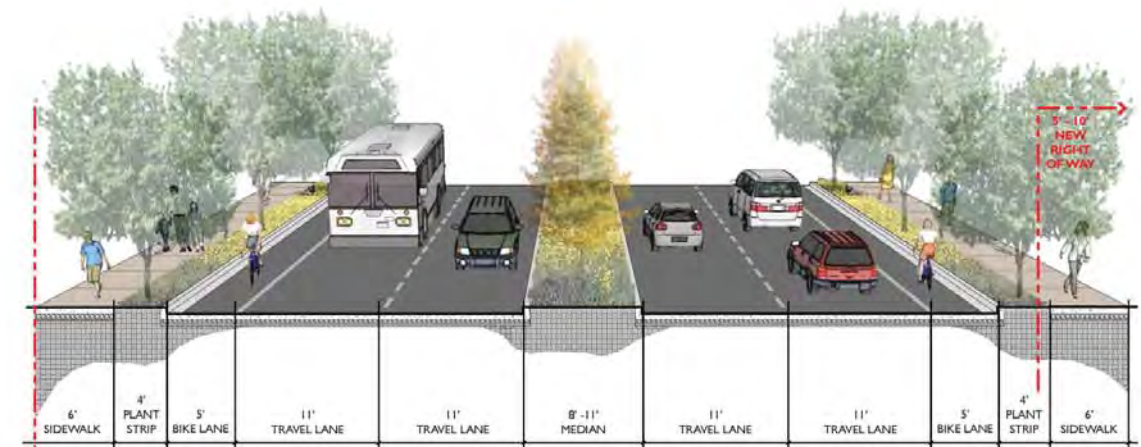




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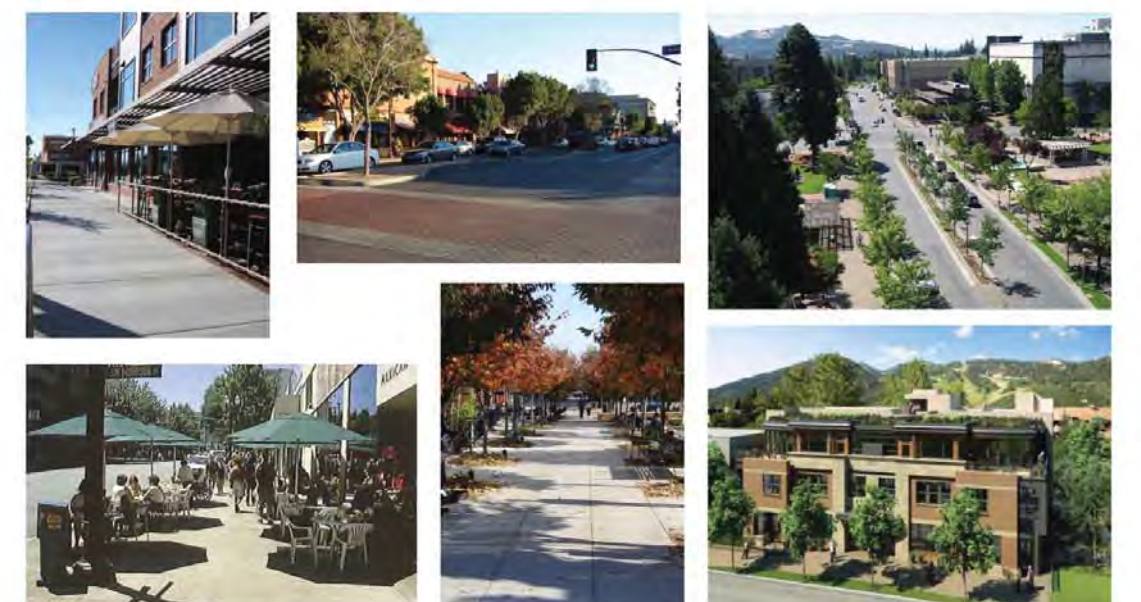


### Figure 3-9: Village Square (2)



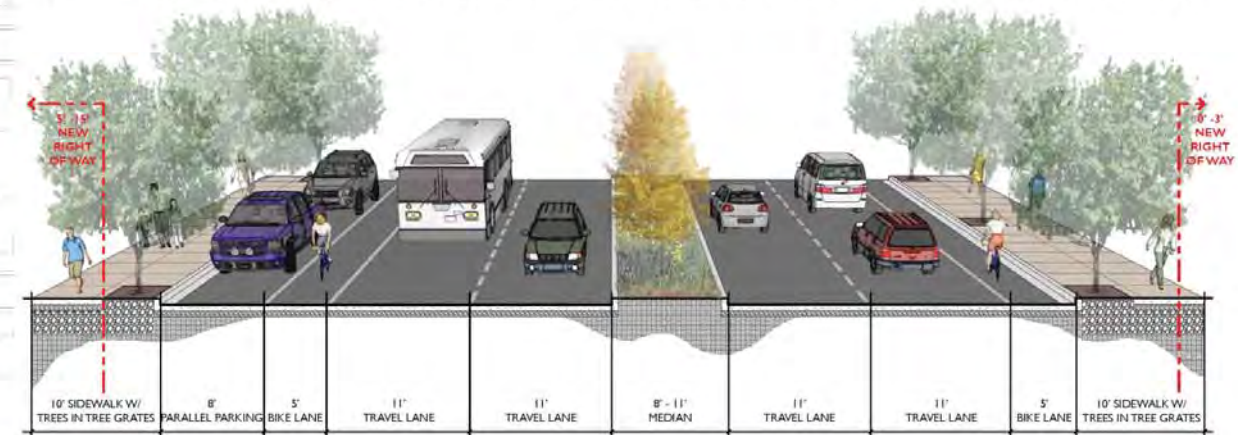
Section: Office Boulevard

Scale: NTS



Streetscape:

retail • office • planted medians • cafes • bike lanes • street trees • wide sidewalks



Section: Retail Boulevard

Scale: NTS



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## The Linear Park

The linear concept is based on a road diet along the entire length of the corridor. North of 6th Avenue, the roadway is reduced from a five lane section to a three lane section. South of 6th Avenue, the roadway is reduced from a five lane section to a four lane section. The roadway is then realigned, creating a Linear Park along the east side of the corridor.

### Theme

The theme for the Linear Park revolves around place, environment, ecology, views, and natural systems.

### Common Elements

Patterns are developed based on the natural environment and are incorporated into common elements that are placed throughout the corridor. These include:

- Gateway elements that recall the lifestyle of the Flagstaff region: Flagstaff experience, mountain lifestyle, scenic route, Flagstaff views;
- Stories that interpret and inform users about: seasons, geography, geology, elements;
- Art opportunities are explored and incorporated into: gateway, interpretive, educational, land form, street furnishings; and
- Involvement of community groups are encouraged: schools, clubs, youth groups, neighborhoods.

### Street Geometry

The Linear Park concept reorganizes the street geometry by realigning 7th Avenue with 6th Avenue, creating one intersection with a large park offset to the east on the corridor. It also realigns Cedar Avenue/Lockett Road by shifting Lockett Avenue into alignment with Cedar Avenue, creating a neighborhood park on the northeast corner of the intersection.

Two roadway sections are created, one north of the 6th/7th Avenue intersection which includes a wide linear park on the east side with a pedestrian path,



Figure 3-10: Linear Park Northern Roadway Section



Figure 3-11: Linear Park Southern Roadway Section

bikeway, and bio-swale. South of the 6th/7th Avenue intersection, the Linear Park is more urban and has incorporated “Green Street” technologies to create a stormwater infiltration and treatment zone between the sidewalk and roadway on the east side. This places a 6-foot wide sidewalk with a continuous planting strip along the entire length of the corridor.

### Street Connectivity

Additional street connectivity is also provided with the Linear Park concept, but on a reduced scale than the Village Square concept. The existing 4th Avenue and Greenlaw Lane streets are made permanent with sidewalks and the development of a true street section. 4th Avenue is also extended to Post Office Boulevard.

### Public Gathering Space

The reconfiguration of 6th/7th Avenue and Cedar Avenue/Lockett Road intersections create opportunities for new parks in the middle and the northern ends of the corridor. These two parks are linked by the Linear Park between 7th Avenue and Lockett Road. The central park would become the hub of 4th Street while the smaller northern park would serve Mount Elden Middle School and the adjacent neighborhood. Like the Village Square concept, a southern park is placed on the City owned land that is currently used as an ADOT storage yard and will serve as the gateway into the corridor.



Figure 3-12: Linear Park Pedestrian Circulation



## **Pedestrian Circulation**

6-foot wide sidewalks are provided along both sides of the street with the pedestrian zone being separated from the roadway in the northern section by a planting strip. In the southern section of the corridor, this separation is created by a furnishing zone which includes benches, light poles, and street trees in tree grates.

## **Neighborhood Connectivity**

Connections to adjacent neighborhoods are provided by installing sidewalks on all existing and new side streets and the creation of pedestrian pathways along property lines and utility easements.

## **Pedestrian Crossings**

The realignments of Cedar Avenue/Lockett Road and 6th/7th Avenue will be signalized and provide better crossing facilities at each location. Additionally, new traffic signals are proposed at 4th Avenue and Dortha Avenue, providing pedestrian crossing equally spaced along the corridor. New pedestrian activated signals are proposed at 3rd Avenue, 5th Avenue, Rose Avenue and Felice Avenue.

## **Driveway Consolidation**

A key component of making the street more pedestrian-friendly is to reduce the potential for vehicular and pedestrian conflicts. This is done by improving intersections and by consolidating driveways. The 70 plus driveways have been consolidated by combining or eliminating redundant driveways and introducing parallel parking along the corridor's west side, reducing the number to approximately 23 driveways.

## **Public Art**

Public art would be placed throughout the corridor through the development of custom street furnishings, interpretive elements, landforms and sculptures placed in the parks.

## **Cohesive Landscape**

A cohesive appearance is developed for the corridor by providing a wider planting strip along the east side of the corridor. This strip is narrow south of 6th Avenue, mainly occupying the stormwater infiltration system, but widens into the Linear Park north of 7th Avenue. A continuous planting strip with street trees is provided on the west side of the corridor.



Figure 3-13: Linear Park (1)

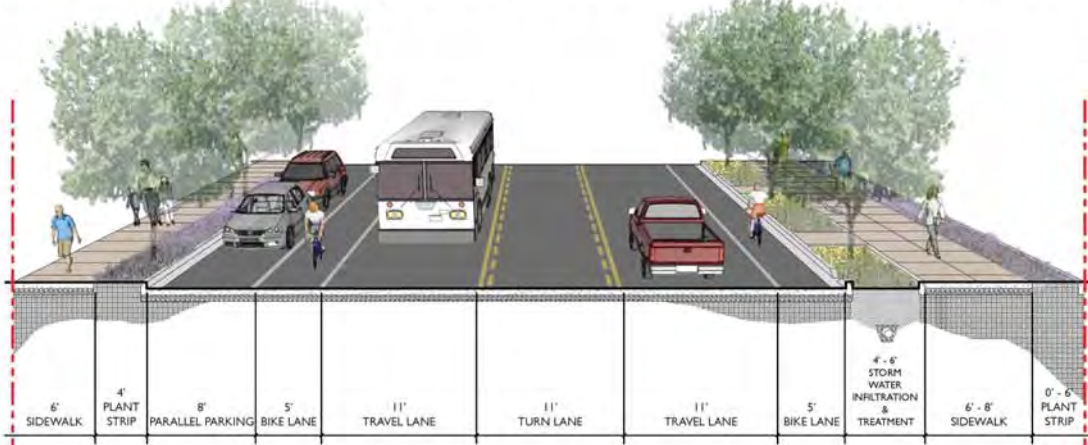
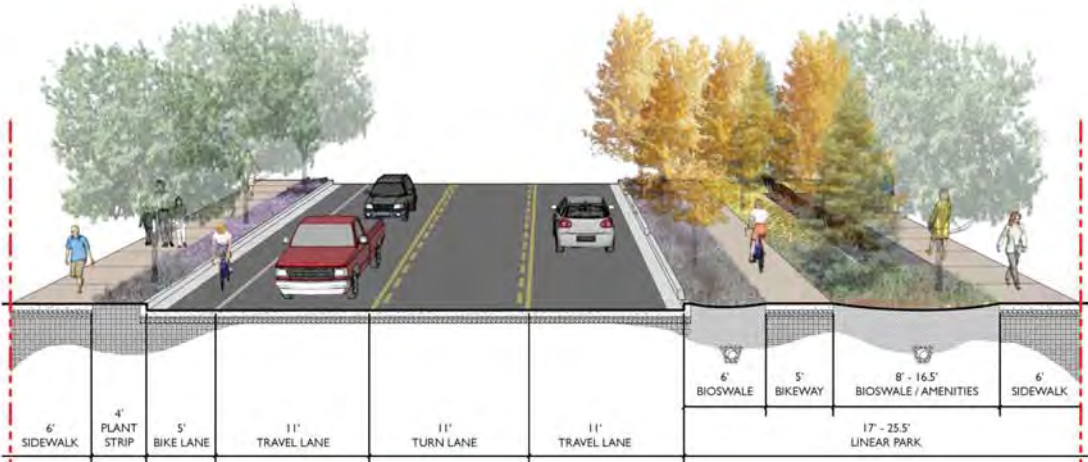




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Figure 3-14: Linear Park (2)





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A vibrant, hand-drawn illustration of a park or urban landscape. In the foreground, a wide, light-brown path curves through a lush green area. To the left of the path, there's a landscaped garden bed with various green plants, rocks, and a small, dark, angular structure. A person in a blue jacket and tan pants is walking away from the viewer on the path. In the background, several tall, leafy trees provide shade. A person in a purple tank top and yellow pants is standing near a wooden bench where another person is sitting. A modern, black, cylindrical light pole stands near the path. The overall style is artistic and illustrative, with bold outlines and a rich color palette. The text 'Design Concept, Recommendations, and Guidelines' is centered over the middle of the image in a white, bold, sans-serif font with a blue outline.

# Design Concept, Recommendations, and Guidelines



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# 4.0 Design Concept, Recommendations, and Guidelines

## 4.1 Design Concept, Recommendations, and Guidelines

Developing a set of principles, a clear vision, and an over arching theme for the corridor is an important step in developing 4th Street Corridor into a destination and an asset for the community.

The following sections discuss the design concept, recommendations, and guidelines for the 4th Street Corridor. These set a framework for establishing a strong identity and distinctive visual character for the 4th Street Corridor, developing it as a signature street. Creating a visual quality that is symbolic of East Flagstaff and the surrounding region is an important focus of the guidelines. Recognizing and strengthening the history and culture of the area, established neighborhoods, and businesses along the corridor in the design of the 4th Street Corridor will help establish a signature street with a unique sense of place.

### 4.1.1 Conceptual Design

Building upon the two concepts presented at the second public outreach, comments received from the public during this process, and the guiding principles outlined in Chapter 3 and discussed in Section 4.1.3, a refined design concept was developed for the 4th Street Corridor. The final design concept draws primarily upon the “Linear Park” option and its Ecological Theme, linking it with the “Village Square” cultural history and street and neighborhood connectivity ideas. It also incorporates several ideas developed in the initial concepts, such as “stitching” existing neighborhoods, businesses, and commercial development from both sides of the street together and the development of large open spaces themed on the existing vegetation and topography of the Flagstaff area. Combined together,



Outdoor Seating and Vibrant Street Life

they develop a cohesive streetscape that reflects the unique character and history of the area; a signature street that is a gathering place for the community and a destination for the Flagstaff region.

### 4th Street as a Destination

Based on the analysis and conceptual design, input from the community and major stakeholders, and coordination with other City of Flagstaff planning efforts, this study recommends 4th Street be developed as a destination. It should maintain an acceptable level of service for traffic, but the primary purpose and design of the roadway should shift from one focused on vehicles to one focused on all modes of transportation with an emphasis on pedestrian comfort, safety, and movement. As a destination the corridor should be branded and design standards developed to create an overall theme and sense of place.

### Corridor Vision and Theme

Throughout the process of this plan, the consultant team worked closely with stakeholders and the community to develop a series of guiding principles and a vision and theme for the corridor. Based on these guiding principles, input from stakeholders, and the physical parameters of the corridor, a vision and theme for the 4th Street Corridor was developed as:

***“A signature street based on local ecology and cultural history that links neighborhoods, develops 4th Street as a destination, and creates a sense of place”***

The over arching ecological theme is based on how the environment has influenced the natural and cultural history of the area for the corridor. It creates the framework upon which improvements and future redevelopment are based and the vision is supported. These are reinforced through the development of the following planning and design concepts:

- Corridor Organization and Places
- Multimodal Transportation
- Roadway Design
- Corridor Moments
- Design Elements and Concepts

Combined together, these planning and design concepts develop the 4th Street Corridor into a street that balances the needs of all modes of transportation, changing the street from a vehicle dominated corridor



to one that is truly a complete street. They create places for people to come together and celebrate the unique history and culture of the East Flagstaff area. In short, they create a signature street that is a destination.

### 4.1.2 Creating a Signature Street

What elements will make 4th Street a signature street? What characteristics will make it a distinctive place, a place that will be cherished by the community throughout future generations? The City of Flagstaff and the project design team have carefully contemplated these questions and actively sought input from the public to determine what the community would like 4th Street to possess and convey as a signature street.

In his book *Great Streets*, referenced by planners and designers around the world, Allan B. Jacobs recognized the important role of streets in community life. Jacobs described the human and social details that bring streets to life and the need to better leverage our rights-of-way as important public resources. Indeed, street corridors can function as much more than conveyors of traffic and utilities, they can also be attractive, functional, and lively public spaces, cherished by the community. However, the opportunity to reinforce public rights-of-way as important linear spaces that offer a variety of social, civic, and economic benefits can only be realized by careful attention to design detail.

In the design team's review of the "Great Streets" of the world, several common, reinforcing characteristics were observed in signature streets and have been applied to the design of the 4th Street Corridor.

- Factors that contribute to creating a memorable, signature street go beyond how a corridor looks. Signature streets are cherished and loved. They intertwine with the history and culture of the community. Signature streets tell the story of a community's past, present, and future.
- Signature streets are active places that attract a



Commonwealth Avenue, Boston, Massachusetts

mix of travel modes.

- Signature streets reinforce an effective relationship between the public right-of-way and adjacent private and public properties.
- Signature streets are full of color and life. They fully address the diversity of public needs of the public realm and provide a venue for social interactions.
- Signature streets strengthen economic health as attractive corridors for commerce, encouraging access to businesses by all modes. They enhance the face of all adjacent land uses – businesses, medical and educational facilities, residences, offices, and public and civic places.
- Signature streets are places of celebration at the heart of the community – focal points for parades, open-air markets, festivals, marathons, races, and other special events.
- Signature streets are green. They are often parkways or boulevards lined with legacy trees. Some of the best streets in the world are remembered for their tree canopies and continuous unique landscapes.
- A more recent trend in development of signature streets relates to the integration of environmentally friendly and sustainable features, such as stormwater runoff reuse and water conservation, the use of recycled and recyclable materials, solar powered lighting, and other environmentally responsible design elements that conserve energy, respond to climate, and provide comfortable and attractive conditions for corridor travelers.

### 4.1.3 Design Precepts

As a precursor to the development of the design concepts, recommendations, and guidelines, the project team (artist, landscape architects, urban designers, and engineers) worked together with the community and the City to develop a list of design precepts. The intent is that these precepts would help guide the development of the theme and basis for project design. The development of these precepts was based on analysis of existing conditions and input received by the public. These precepts include:

#### *Reinforce a Strong Sense of Community*

East Flagstaff is a strong, diverse community. Many of the locally-owned businesses along the corridor have been there for decades. There is an important sense of pride in heritage and culture that the corridor can reinforce. The history of the area along with the diversity of the neighborhood today should be celebrated in the streetscape design.



## ***Develop a Street that Unites, not Divides the Neighborhood***

4th Street North should be a connecting element for the surrounding neighborhoods, not a divider. Speeding traffic and wide lanes create a barrier that is difficult for pedestrians to cross and visually separate the distinct neighborhoods surrounding the corridor.

### ***Slow the Speeds but Don't Restrict the Flows***

Traffic speeds down the corridor, impacting safety and neighborhood quality. At the same time, 4th Street North is a key arterial of the community, and traffic flows need to be served adequately. Slowing speeds should come hand-in-hand with creating a more attractive and interesting place. If people are moving slower, they'll be able to see more of what is along the corridor. A goal should be to slow people down so they can enjoy their journey, stop and visit the businesses, and stay awhile at the shops and restaurants.

### ***Pedestrian Safety***

The need to improve pedestrian safety is one of the most often mentioned interests in the public outreach effort. Providing a comfortable pedestrian experience can be accomplished through the separation of pedestrians and vehicles, more frequent and enhanced pedestrian crossings, and more continuous and safe pedestrian facilities along the corridor. Needed improvements include horizontal and vertical buffers between the roadway and sidewalks, highly visible crosswalks, signalized crossings, lighting, adequate and continuous sidewalks, and pedestrian amenities.

### ***More Green, Less Gray***

Workshop participants commented on the need for more trees, vegetation, and beautification along the corridor. Many commented on the large expanses of pavement on either side of the corridor that are not needed. While making sure that adequate public parking is available will be important as the area redevelops, it will also be important to introduce more green space, landscaping and open space. A more green, less gray approach will not only improve aesthetics, but will also bring environmental benefits and advantages for stormwater management and treatment.

### ***Preserve the Views***

The scenic views of surrounding mountains and forests create much of the character of 4th Street and link it with the greater Flagstaff region. The streetscape treatments



*Street Fair in Downtown Tempe, Arizona*

and future redevelopment should work to preserve and frame these views as an important experience of and backdrop to the neighborhood.

### ***Places to Gather***

The need for central gathering spaces, such as broad squares and plazas, connecting open spaces between the street and adjacent shops, outdoor marketplace spaces, cafes, and other sites was mentioned many times during the workshop sessions.

### ***Develop a Cohesive, Unique, and Interesting Place***

Many participants expressed concerns about the lack of a strong identity and disjointed, unorganized land uses along the corridor. Streetscape opportunities need to anticipate and catalyze potential redevelopment opportunities. Urban design features, streetscape furnishings, artworks, landscaping, and other elements need to strengthen the neighborhood's character and create a cohesive visual look throughout the corridor. Future redevelopment should be planned to maintain a mixed-use environment, as well as affordability.

## **4.1.4 Conceptual Planning and Design**

The illustrations and graphics shown on the ensuing pages are conceptual and are meant to show design intent from a redevelopment and planning perspective. They have not been fully engineered. However, all concept designs have been based on sound engineering and design principles and best practices with the intent that they could be further engineered and designed while maintaining the general design approach of the concept. It is anticipated that as the redevelopment of 4th Street Corridor – North progresses forward, these concepts would be further engineered and designed. The Design Guidelines listed with each component are intended to provide engineers and designers with the basic concepts to carry forward the design and bring the overall 4th Street Corridor Concept to fruition.



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## 4.2 Corridor Organization and Places

Drawing upon the guiding principles, existing conditions, and project vision, an overall organizational concept has been developed for this project. This concept is based on current and projected future land uses along the corridor, offices in the north and retail in the south. It is also based on the current and projected traffic volumes of each section, along with the realignment of Cedar Avenue/Lockett Road and 6th/7th Avenue which simplifies traffic movements. These realignments improve the Level of Service for each intersection (see Section 4.4), divide the roadway into a lower traffic volume section north of 6th/7th Avenue and a higher traffic volume section south of 6th/7th Avenue. The resultant affect is the development of two distinct roadway sections and a series of places along the corridor. The two distinct roadway sections are:

- The Office Parkway
- The Town Place

The two roadway sections organize and guide streetscape design and future redevelopment along the corridor through the creation of meaningful places that reflect the character of each section. It provides the framework upon which the major places along the corridor are developed and reinforce the character of each section and the overall corridor. They support the goals and vision for the corridor discussed in Section 4.1 and creates a usable street that serves businesses, residents, and visitors alike. It reinforces the concept of 4th Street as the “Main Street” of East Flagstaff, a destination with a rich heritage and a unique sense of place.

### 4.2.1 Office Parkway

Office Parkway draws upon the common land uses and lower traffic volumes within this section to develop a roadway and streetscape design that reinforces its character. Located between 6th Avenue and Cedar Avenue/Lockett Road, this section of the roadway has lower traffic volumes with land uses that are predominately offices and institutions, such as Coconino Community College, Dahl Office Building, Mount Elden Middle School, East Flagstaff Library and North Country Health Center. As such, the concept reorganizes the streetscape into a narrower roadway section, one travel lane in each direction and a center left turn at-grade median, with a linear park along the entire length. The linear park is placed on the east side of the road since most of the offices and institutions on this side of the corridor are set back. This allows the linear park to “borrow” the landscape in front of these institutions.

The Office Parkway streetscape provides users with a pleasant environment for their daily interaction with the corridor. Office workers have a place to gather and relax during their breaks and lunch time. Middle school students and parents have a more pleasant and safer route to school, multiple locations to cross the corridor, and a safer crossing at Cedar Avenue/Lockett Road. A bikeway in the linear park links the corridor with the FUTS trail, and along with incorporation of bus stops along the corridor’s entire length, allows regional users multimodal access to the corridor. Finally, slower traffic, on-street parking, and at-grade left turn median provides more visibility and access to businesses with vehicular drivers having a safer experience as they navigate to their destination.

### *The Borrowed Landscape*

The borrowed landscape is a concept of setting aside the land north of 7th Avenue along the linear park through a building setback. This concept builds upon the fact that the existing land uses on the east side of the corridor are on larger lots with buildings set back approximately 60 feet to 140 feet. The landscaped area between the buildings and the street within these lots consists mainly of grasses, deciduous trees, and ponderosa pine. The effect is a park-like setting that compliments the proposed linear park. By placing the linear park on the east side of the corridor, the linear park appears and feels larger than its actual width within the right-of-way. Creating a landscape setback in this location will preserve this landscape character and strengthen the linear park. Additional pathways, seating, plantings, and other landscape amenities should be incorporated with redevelopment to further enhance the linear park.

In addition to making the linear park appear and feel larger, the landscape setback also assists in maintaining a transition between the natural environment of Mount Elden, the residential neighborhoods north of Cedar Avenue/Lockett Road, and the more urban street section south of the 6th/7th Avenue intersection. This reinforces the rural-urban transect (a categorization system that organizes all elements of the urban environment on a scale from rural to urban) and develops a framework for redevelopment along the corridor.

### 4.2.2 Town Place

Town Place creates a streetscape that is more urban in character with many businesses that rely on both vehicular and pedestrian traffic. Drawing upon the existing commercial and retail uses, such as Farmers Market Grocery Store, Fratelli’s Pizzeria, the Lite



Company, and Greenlaw Shopping Center, the Town Place section of the corridor reinforces this commercial environment by developing a more urban streetscape that maintains the existing roadway section with wider, tree-lined sidewalks. Parallel parking is added along the west side of the corridor to eliminate conflicts between pedestrian circulation and parking and parking lot circulation within the right-of-way. Additionally, to develop a more pedestrian-friendly environment, driveways are consolidated and parking lots reconfigured and restriped to eliminate conflicts between the pedestrian and vehicles. This balances the needs of vehicular and pedestrian environment, placing more people in the corridor, activating the streetscape, and increasing the number of users.

The Town Place streetscape creates the hub of 4th Street Corridor. It reinforces the commercial nature of this section of the corridor, placing more people in the corridor, and providing businesses with more users. Additional crossing facilities allow pedestrians to have a safer experience. Wider sidewalks and the reconfiguration of parking lots create opportunities for sidewalk cafes. Tree-lined streets provide comfort for pedestrians, separating them from the vehicular traffic and providing shade. Bike lanes and more bus stops link Town Place with the region via multimodal transportation options. The at-grade left turn median, two travel lanes, and parking lots maintain accessibility to businesses. The reconfiguration of parking lots and development of other parking opportunities create a park once and walk environment. The end result is an active streetscape and corridor that creates an active and exciting environment.

### 4.2.3 Corridor Places

The development of two distinct roadway sections along with the realignment of the Cedar Avenue/Lockett Road and 6th/7th Avenue intersections create opportunities for new open space which has been developed into public parks and civic spaces. These places link the two roadway sections together, provide pausing points for pedestrians, and create gathering places for surrounding neighborhoods where people can come together and celebrate the unique history and character of East Flagstaff.

Two parks have been created by the realignment of the intersections. These, along with the development of a park on the City owned land at the northwest and northeast corner of the Route 66 intersection, create a pattern of open space nodes at the beginning, middle,

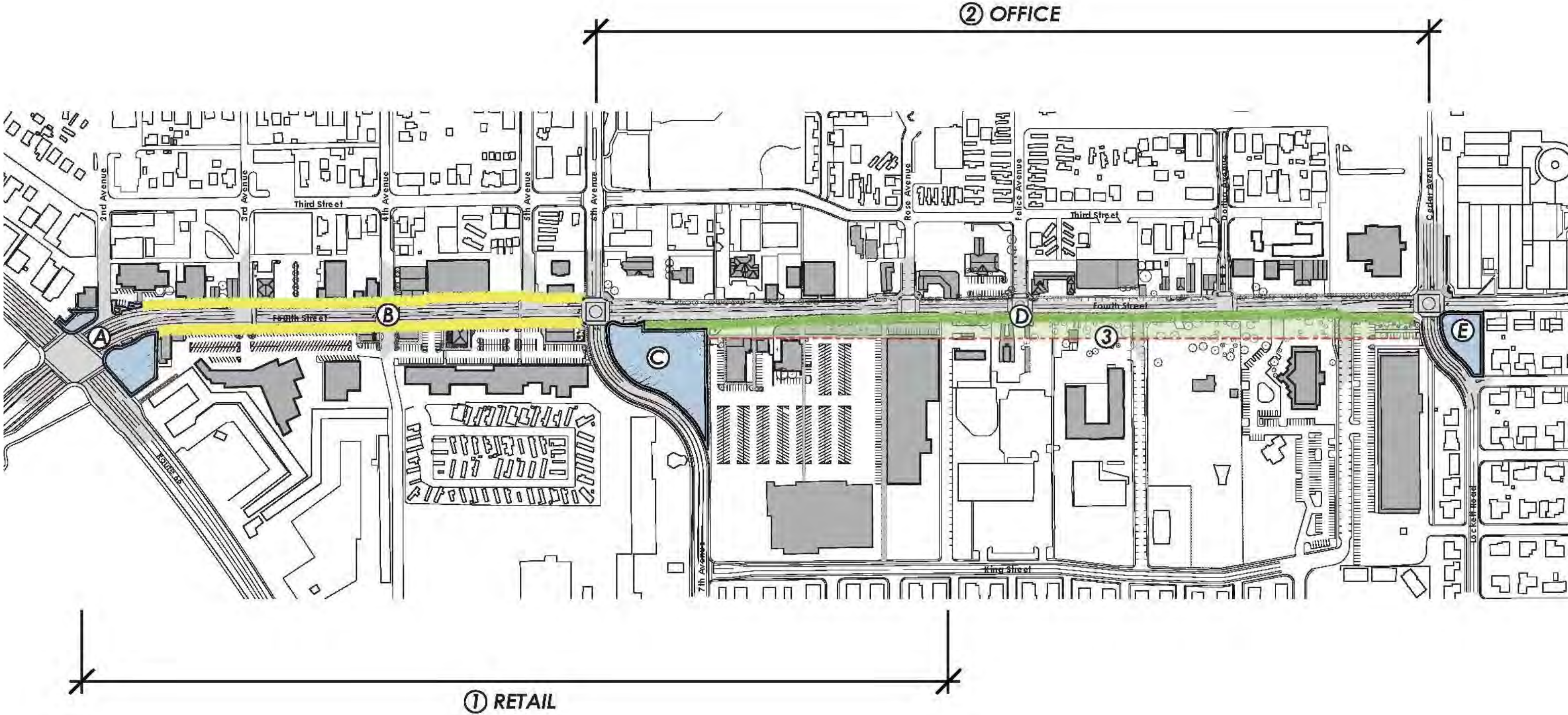
and end of the corridor. These open spaces are linked with the Linear Park developed by the road diet of the street north of 7th Avenue and the Urban Streetscape along the Town Park section of the corridor. All places incorporate sustainable and stormwater management principles reinforcing the ecological theme discussed in Section 4.1 and reinforce 4th Street as a destination with unique places that develop a brand and sense of place for the corridor. The places are:

- Transit Park
- Office Parkway Linear Park
- Festival Park
- Town Place Streetscape
- Gateway Park

The following subsections discuss the unique characteristics of each place.



Figure 4-1: Conceptual Master Plan



- LEGEND:
- |   |                                      |                                       |
|---|--------------------------------------|---------------------------------------|
| ① Retail / Commercial Corridor                  | Ⓐ Southern Gateway / Plaza           | Ⓓ Linear Park / Northern Road Section |
| ② Office Corridor                               | Ⓑ Urban / Southern Road Section      | Ⓔ Northern Gateway / Transit Station  |
| ③ The 'Borrowed' Landscape and Building Setback | Ⓒ Public Park / Plaza / Skating Rink |                                       |



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Figure 4-2: Transit Park

### Transit Park

The Transit Park is created by the realignment of the Cedar/Lockett intersection. It is a 1/2 acre open space that creates a northern gateway for the 4th Street Corridor and a queuing and transfer point between the north-south Purple Line (bus route 7) and the east-west Blue Line (bus route 2), linking the corridor with downtown Flagstaff and the rest of the Flagstaff region. It also introduces the ecological theme through interpretive elements, a fountain within the plaza, and physical and visual links to the linear park. Located directly across from Mount Elden Middle School, it creates a gathering place for parents and students, and along with the realignment of the intersections, creates a safe crossing for students. The sidewalks along the edge of the park link the neighborhood to the north and Puente Hozo School with the 4th Street Corridor.

#### Key Elements of Transit Park

- Two bus bays
- Bus shelter
- Seating
- Pedestrian scale lighting
- Stormwater management fountain

- Sidewalks
- Bicycle lockers
- Interpretive elements



Tempe Transportation Center, Tempe, Arizona





Figure 4-3: Office Parkway / Linear Park

### **Office Parkway Linear Park**

The Office Parkway Linear Park is the primary multi-modal circulation route for the northern section of the 4th Street Corridor. Created by the road diet (reduced number of lanes and narrower roadway section), it provides a safe route to school and links neighborhoods with the corridor. A main feature of the park is the incorporation of a stormwater management swale between the bikeway and the pedestrian path. Interpretive signs and elements located at equal intervals provide users with information about stormwater management in an urban environment, local history, cultural history, and other interpretive information related to the East Flagstaff area. Seating at the interpretive locations provide office workers and residents with places to gather, relax, and socialize. Planting is utilized to reinforce the ecological theme, provide comfort for users, and frame views of the San Francisco Peaks and Mount Elden.

#### **Key Elements of Office Parkway Linear Park**

- Enhanced paving
  - Interpretive elements
  - Ecological planting
  - Bikeway
  - Bus stops
  - Seating
  - Public art
- Stormwater management swale
  - Pedestrian path
  - Pedestrian scale lighting



Sante Fe Railyard Park  
+ Plaza, Santa Fe,  
New Mexico





Figure 4-4: Realigned 6th / 7th Ave. Intersection and Festival Park

### ***Festival Park***

Festival Park is the heart of the new 4th Street Corridor. A signature space that gives you a sense that you have arrived, creating a focal point that becomes the “there” for the 4th Street Corridor. It is created by the realignment of the 6th/7th Avenue intersection and is the gateway into both the Office Parkway and its linear park and the Town Place retail and commercial streetscape with its restaurants and shopping. It is a community park that links the Sunnyside Neighborhood with Greenlaw Neighborhoods, neighborhoods north of Cedar Avenue/Lockett Road via the Office Parkway Linear Park, and neighborhoods south of I-40 and the greater Flagstaff region via public transportation.

The Festival Park is envisioned to be the primary gathering place for East Flagstaff. It provides flexible space for community festivals such as a farmers market, concerts, winter activities like ice skating, and other passive recreation uses. Garden rooms are incorporated on the north side creating a buffer between the large shopping mall parking and the primary space. These garden rooms create places where large public art can be incorporated, either permanently or rotated with

local artist creations. A stormwater management feature slopes down to the central plaza area of the park, linking the ecological theme of the Office Parkway Linear Park with Festival Park. The ecological theme is strengthened with the creation of an amphitheater of meadow grass and large stone seating. This amphitheater frames the central plaza and is focused on a stage with a band shelter where outdoor concerts can be performed. The plaza can incorporate tents for farmers markets or art festivals and can be flooded in the winter to create a



Olympiapark, Munich, Germany



skating rink, making Festival Park an all season park for the community.

### Key Elements of Festival Park

- Band shelter
- Amphitheater
- Paved plaza
- Art garden rooms
- Interpretive elements
- Gateway element
- Ecological plantings
- Stormwater management feature
- Bus stop
- Seating
- Sidewalks and paths



*Jamison Park, Portland, Oregon*



*Ice Rink Plaza; Monroe Center, Grand Rapids, Michigan*



*Garden Room; Tuileries Garden, Paris, France*





Figure 4-5: Town Place Streetscape

### ***Town Place Streetscape***

Town Place Streetscape is a more urban streetscape with wider sidewalks and opportunities for outdoor plazas and sidewalk cafes. It links Festival Park with the shops, restaurants, retail stores, markets, and Gateway Park. The ecological theme is continued with the development of an urban stormwater management feature that is located between the curb and the pedestrian sidewalk. This urban stormwater feature consists of a grated water conveyance channel surrounded by basalt pavers set in a sand setting bed. Trees are placed 30' on center in line with the runnel. Interpretive signage and seating are incorporated along this section of the road at equally spaced intervals, linking the ecological theme between the more open and park-like northern section of the corridor with the urban southern section of the corridor.

- Enhanced paving in the stormwater management feature
- Seating
- Interpretive elements
- Spaces for sidewalk cafes

### **Key Elements of Town Place Streetscape**

- Stormwater management feature
- Sidewalks
- Street trees
- Bus stops
- Pedestrian scale lighting



*Integrated Stormwater Management, Portland, Oregon*



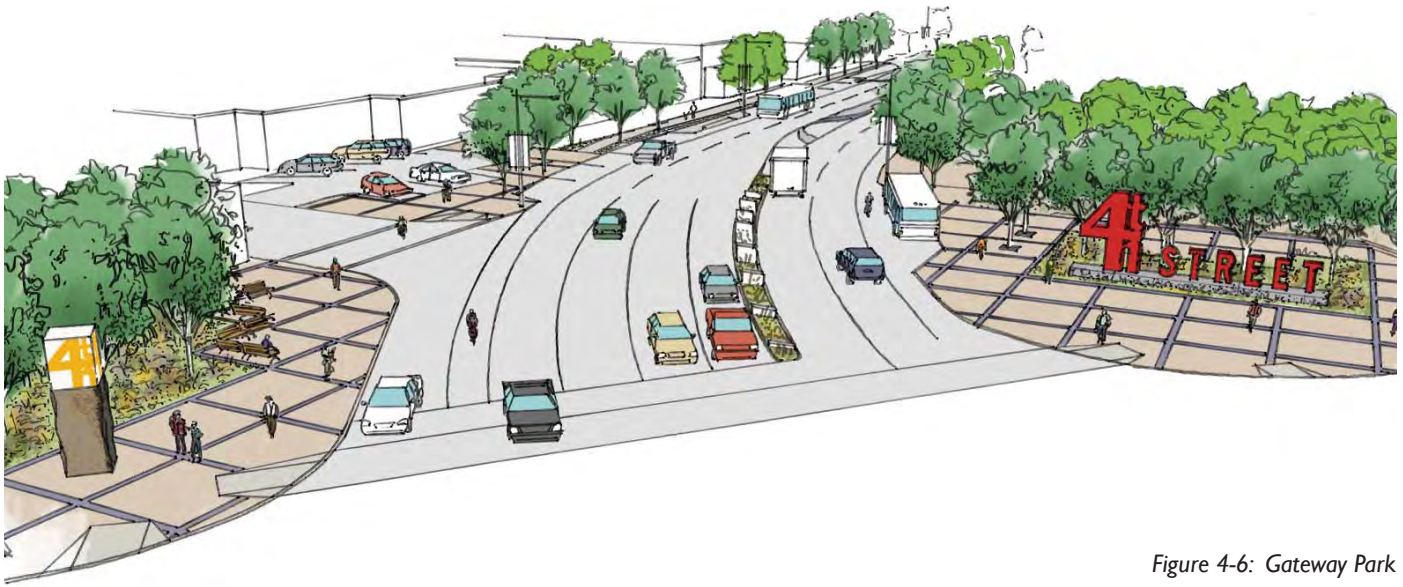


Figure 4-6: Gateway Park

### Gateway Park

Gateway Park introduces users arriving from the south and Route 66 to the 4th Street Corridor and is considered the main gateway into the corridor. The main function of Gateway Park is to theme and brand the corridor, introducing the overall corridor identity to visitors arriving via car and public transportation. It creates the lasting image of the corridor, instilling 4th Street with a unique gateway element that is easily recognizable and memorable.

The 4th Street sculpture/sign is the main feature of Gateway Park. Similar to the “I amsterdam” sculpture in Amsterdam, Netherlands, it brands the corridor with the identity “4th”. This branding then is incorporated into other wayfinding and signage elements including the gateway pylons that are located in the Transit Park and Festival Park and across 4th Street in open space on the northwest corner, which is part of the Gateway Park. An expanded plaza, decorative paving, seating, landscaping, and pedestrian lighting surround the sculpture creating a gathering place for visitors and residents alike.

Bus stops on both 4th Street and Route 66, serving the Purple Line (bus route 7) and Red Route, link 4th Street with the rest of Flagstaff and also serves as transfer points between east-west and north-south transit riders. Additionally, with the FUTS trail located directly across from the plaza, on the south side of Route 66, it also serves as an entry point for users arriving via alternative modes of transportation. The parking lots servicing Greenlaw and Pine Grove Shopping Centers are separated from the park by a series of garden rooms where interpretive art about ecology, stormwater

management, local and regional culture, and history reinforce the overall ecological theme for the corridor.

### Key Elements of Gateway Park

- 4th Street sculpture
- Plaza
- Seating
- Planting
- Pedestrian scale lighting
- Bicycle lockers
- Interpretive elements
- Art garden rooms



“I AMsterdam” Amsterdam, Netherlands



### 4.3 Multimodal Transportation

A key principle of this project is to change the character of the street from one dominated by vehicles to a true multimodal corridor that balances all modes of transportation; in essence creating a complete street. This is a paradigm shift in how the street is perceived. No longer will the street be viewed as a commuter route, moving vehicles quickly through the corridor. Rather it is about developing a signature street that is about moving people efficiently and creating a destination where businesses can thrive, pedestrians can walk, the community can gather, and all users can move about the corridor safely. This is accomplished by fashioning a more balanced solution for vehicular and multimodal transportation: pedestrians, bicyclists, and transit riders. Once this balance is achieved, the streetscape is developed into manageable segments where interpretive open space, interpretive elements, seating, and other elements create interest and pausing points, sequencing the street into manageable walking zones. This moves people along the corridor and creates a comfortable and pleasant experience for all modes of transportation that is memorable.

#### 4.3.1 Pedestrians

Without adequate pedestrian facilities, 4th Street Corridor cannot become a destination. It will remain a street dominated by vehicles with few people activating the street. Transit riders will disembark from their buses, only to be left to their own devices to cross the street. Providing a safe, comfortable and interesting environment for pedestrians is one of the most important goals of this project. Pedestrians activate streets, enhance business activity and will help develop 4th Street Corridor into a destination.

As mentioned in Section 4.2 and 4.4, the roadway section has been reorganized to create better pedestrian facilities with the Office Park Linear Park and Streetscape in the north and the Town Place Streetscape in the south. In addition better and more equally spaced crossing facilities have been developed. Finally, if getting pedestrians to the corridor is solely reliant on people arriving by car or transit, the corridor would remain a vehicular dominated environment. Linking the corridor with the adjacent neighborhoods is immensely important in making 4th Street Corridor a destination and the “Main Street” of East Flagstaff.

#### *Office Parkway Linear Park and Streetscape*

The Office Parkway Linear Park is the main pedestrian circulation route in the northern section of the corridor. A 5-foot wide stabilized decomposed granite path is placed within the park, undulating between the stormwater management swale and the right-of-way line. At bus stops, the path is connected to street with a paved bus stop plaza. Pedestrian ramps are provided at all side streets and driveways are at the same elevation when they cross the path. The stabilized decomposed granite should be continuous, uninterrupted except at bus stop locations.

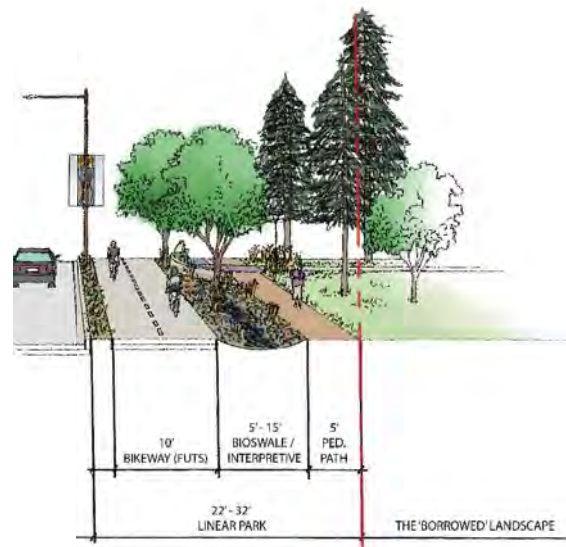


Figure 4-7: Linear Park Section

Even though it is envisioned that the primary circulation route in the northern section of the corridor will be in the linear park, adequate pedestrian facilities are also provided along the west side of the street. These consist of a 6-foot wide concrete sidewalk; either curb tight or separated from the road by a planting strip. When sidewalks are curb tight, parallel parking is provided to provide separation between moving vehicles and pedestrians. For the most part, the sidewalk shall run in a straight line, parallel with the curb. This would be modified at locations where the planting strip is less than 4-feet wide and a driveway crosses the sidewalk. At these locations, the sidewalk may jog around the driveway ramp while maintaining a minimum width of 3-feet as the sidewalk crosses the driveway.

#### *Town Place Streetscape*

The sidewalk character is more consistent in the southern segment of the 4th Street Corridor with both sides of the street having the same cross section. A 10-foot wide



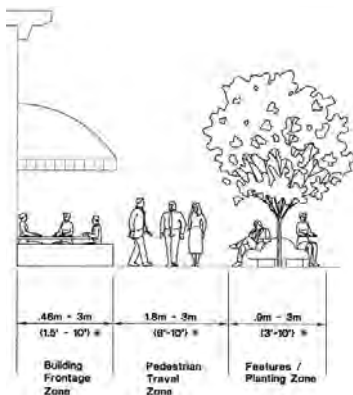


Figure 4-8: Pedestrian/Amenities/Building Zones

sidewalk is provided with a 4-foot wide paved stormwater management feature and planting strip separating moving vehicles from the 6-foot wide pedestrian concrete sidewalk. At several locations along this section of the corridor, buildings are built in the right-of-way or too close to the curb to allow for a continuous sidewalk along the roadway. At these locations, the City should collaborate with the property owners to provide sidewalks around the building to maintain a continuous pedestrian circulation route along this section of the corridor.

### Crossing Facilities

Providing crossing facilities at major and minor intersections is an important element in the development of a pedestrian-friendly corridor and multimodal corridor. Pedestrians of all mobilities must have enough time to safely and comfortably cross the street in a timely manner. Crosswalks should be provided at all signalized intersections and additional warrant studies should be undertaken to verify if additional crossings can be provided at minor intersections to further provide safe crossings. As discussed in Section 4.4.2, these would be located at:

- Signalized Intersections
  - Cedar Avenue/Lockett Road
  - 6th/7th Avenue
  - Route 66
- Initial Pedestrian Activated Signals
  - Dortha Avenue
  - 4th Avenue
- Future Pedestrian-Activated Signals
  - 3rd Avenue
  - The old 7th Avenue alignment
  - Rose Avenue
  - Greenlaw Lane

### Crosswalks

Crosswalks are designated parts of the roadways used by pedestrians to cross the street. They are most effective when easily identified by drivers and pedestrians. Any improvements to the crosswalks at their locations must follow current City of Flagstaff guidelines and standards. At a minimum, additional striped crosswalks

are proposed at all controlled intersections and at all north-south crossings of side streets. Three types of the crosswalks are proposed for this project:

- Striped sidewalks at all north-south crosswalks and signalized intersections;
- High-visibility ladder crosswalks at locations where students are crossing (Cedar Avenue/Lockett Road and 6th/7th Avenue); and
- Two-stage crosswalks at future pedestrian activated signals. This type of crossing would require the construction of a median refuge for pedestrians.

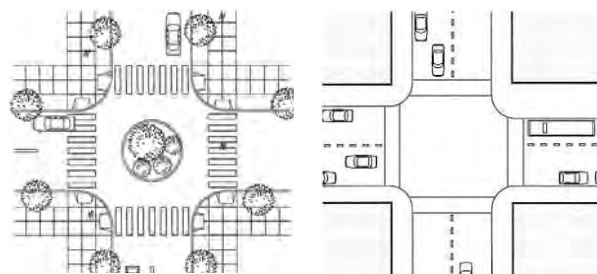


Figure 4-9: Examples of Striped Crossings at Intersections.  
Note: High Visibility Crosswalks should be Used Only as Directed by COF

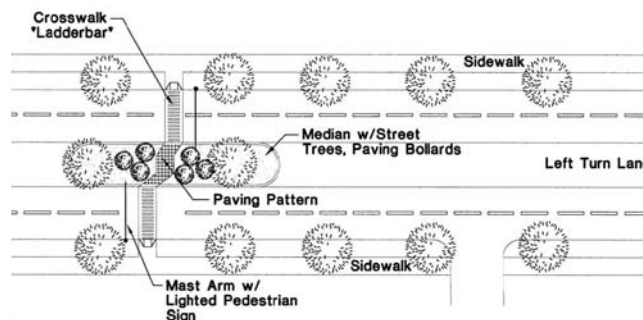


Figure 4-10: Two-Stage Crossing

### Sidewalk Ramps

This study recommends the incorporation of directional ramps at all corners. Directional ramps, also called perpendicular ramps, consist of two ramps installed at a corner on a 90 degree angle from each other. These types of ramps allow foot traffic to easily continue on course without changing directions. Ramps should comply with current City of Flagstaff standards and incorporate detectable warning pavers at the base of the ramp. In locations where utilities or infrastructure conflicts with pedestrian ramps, alternative sidewalk ramps that meet City of Flagstaff standards can also be developed. It is recommended that these designs reference the special report developed by the Public Rights-of-Way, Planning and Designing for Alterations. This report has developed several designs solutions on retrofitting ramps into urban conditions with right-of-way, utility, and other constraints that may be incorporated while still maintaining City of Flagstaff requirements.



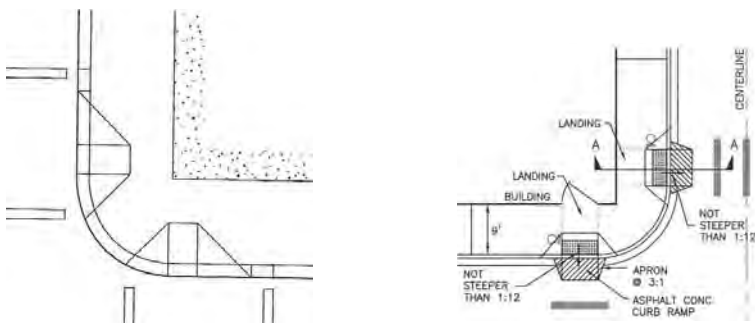


Figure 4-11: Directional Ramps

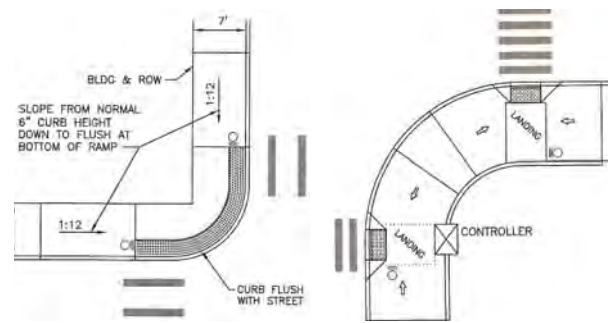


Figure 4-12: Examples of Sidewalk Ramp Retrofits in Areas with Right-of-Way and Utility Constraints.

## Neighborhood Connections

A key component of making 4th Street a more pedestrian-friendly corridor is to provide links to adjacent neighborhoods. This is accomplished by providing sidewalks on all side streets and exploring opportunities to provide additional mid-block connections where block lengths exceed 1/8 of a mile. Several of these locations would be:

- East side of corridor
  - Utility easement north of Coconino Community College
  - Between North Country Health Center and private property
  - Between Office Building and Sonic restaurant
  - Big Lot Shopping Center
  - Greenlaw Shopping Center across from 5th Avenue
  - Pine Grove Shopping Center across from 3rd Avenue
- West side
  - Between San Francisco De Asis Parish and office building across from the new King Street extension
  - Between First Credit Union and office building across from the old 7th Avenue alignment

### 4.3.2 Bicyclists

Providing bicycle facilities is an important way to make 4th Street Corridor a complete street. They help unify the streetscape and create greater comfort for pedestrians by providing a buffer between them and vehicular traffic. Also, when located on the street as a bike lane, they help slow traffic by reducing the width of the street and making the corridor “appear” narrower. They increase business activity and provide office workers with an alternative mode of commuter transportation, providing better connectivity between places of origin and destination. Three types of bicycle facilities are provided along corridor:

- Bikeway
- Bike Lanes
- Bike Routes

These are supported with additional bicycle amenities to provide a bicycle-friendly experience that supports a multimodal corridor.

### Bikeways

Bikeways (or cycle tracks) are exclusive bicycle facilities that provide space intended to be exclusively or primarily for bicycles. They are separated from vehicle travel lanes, parking lanes, and pedestrian sidewalks and paths by pavement markings, color, texture, or changes in material, bollards, curbs, planting strips, or other horizontal or vertical elements.

The bikeway along 4th Street Corridor is located in the Linear Park, between 6th/7th Avenue and Cedar Avenue/Lockett Road. It is a 10-foot wide two-way asphalt bicycle path separated from vehicular traffic by a 3-foot planting strip and from pedestrians by the stormwater management swale, planting, paving, curbs, and bollards. The bikeway is striped and a stenciled “STOP” symbol is provided at all intersections, bus stops, major driveways, and locations where pedestrians cross the bike path.

### Bike Lanes

Bike lanes are provided along the southern section of the 4th Street Corridor, between the 6th/7th Avenue



Cycle Track; Hudson River Park, New York City, New York



intersection and Route 66. It is also recommended they be provided on side streets with signalized and pedestrian-activated signalized intersections:

- Cedar Avenue
- Lockett Road
- Felice Avenue
- 7th Avenue
- 6th Avenue
- 4th Avenue

Bike lanes decrease the stress level of bicyclists riding in traffic, encourage bicyclists to ride in the correct direction of travel, and signal motorists that cyclists have a right to the road. Bike lanes help to better organize the flow of traffic and reduce the chance that motorists will stray into cyclists' path of travel. Bike lanes on 4th Street, and the side streets, are 5-foot 6-inch wide with an 8-inch strip separating the bike and vehicular travel lanes. Stenciled symbols are incorporated at all intersections and per City of Flagstaff standards to clearly mark their location. Where the bike lane is separated from the street curb, right turn lanes and parallel parking, a minimum 5-foot wide lane should be provided for the bike lane.

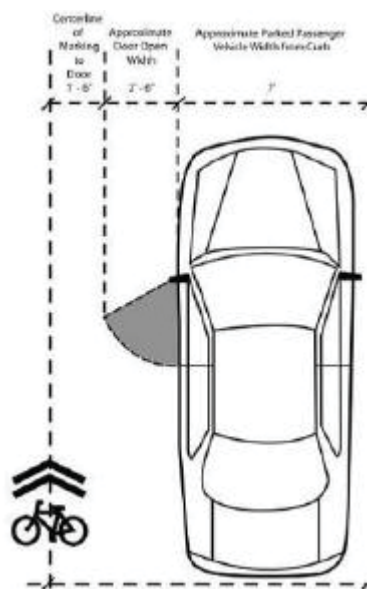


Figure 4-13: Bicycle Lanes Need to be Wider When Next to Parallel Parking

### **Bike Routes**

In addition to bike lanes on side streets with signalized intersections, 4th Street north of Cedar Avenue/Lockett Road and all other side streets should be designated as Bike Routes. This will enhance the connectivity between the residential neighborhood and the 4th Street Corridor. Bike routes should be signed as such so vehicles understand that they are sharing the road with bicyclists.

### **Bicycle Amenities**

Bicycle amenities, such as bike racks, signage, and bike lockers are provided along the corridor.

### **Bike Racks**

Bike racks should be provided at each bus stop, at each new park along the corridor, Gateway, Festival, and Transit Park, and at entrances into major land uses, shopping malls, office buildings, health centers, Mount Elden Middle School, and Coconino Community College. A minimum of two bicycle racks should be provided at bus stops. A minimum of ten bicycle racks should be provided at the parks, shopping malls, and schools.

### **Signage**

Signage should be provided along all bikeways, bike lanes, and bike routes. The signs should indicate to motorists, pedestrians, and bicyclists what type of facility they are using, where crossings occur, and how to navigate along the corridor. Signage is incorporated as both post mounted and stenciled.

### **Bike Lockers**

In addition to bicycle racks, bike lockers should also be provided at Gateway Park and Transit Park. Since both of these locations provide the opportunity to transfer between multiple bus lines, and in essence are neighborhood transit centers, lockers should be provided to encourage commuters to ride their bikes to these locations and transfer to buses. Lockers will allow these commuters the opportunity to safely leave their bikes at this location and take the bus to their place of work.

## **4.3.3 Transit**

Along with pedestrians and bicyclists, providing facilities for transit users along the entire length of the Corridor is a key principle in developing 4th Street as a complete street. The existing bus route, the Purple Route, is a great asset for the corridor. However, it needs to be enhanced to provide better access throughout the corridor to businesses, offices, and destinations such as the Coconino Community College and North Country Health Center. It also needs to be made safer for transit users. In addition to better pedestrian facilities discussed in Section 4.3.1, this is accomplished by providing more frequent and clearly marked bus stops and opportunities to transfer between this important north-south bus route and the east-west bus routes. Together, these improvements will reinforce the corridor as a destination and provide access to 4th Street from the greater Flagstaff region.



## ***Enhanced Transit Access***

This study recommends the Purple Route be modified to circulate in both directions along the entire length of 4th Street between Route 66 and Cedar Avenue/Lockett Road. By changing the circulation of the Purple Route to travel both north and south along the entire length of the corridor, transit users will be able to access uses along both sides of the street whether they are arriving via bus from the south or the north. The circulation along the entire corridor requires the buses to be able to turn around. This will be accomplished with the creation of the Transit Park. The Purple Route buses will be able to travel northbound and make a “U-Turn” to continue southbound. The route can also be modified to maintain access into the Sunnyside Neighborhood by having southbound buses turn right onto 6th Avenue, travel west to North Street, north to Dortha Avenue, and then east back to 4th Street. This eliminates the existing left turns the buses need to make, relieving congestion, bus idling, and making the corridor safer for pedestrians, bicyclists, transit riders, and motorists.

### ***Bus Stops***

The number of bus stops along the corridor is increased from five to ten. They are located on both sides of the streets at intervals of approximately 1/8 mile to 1/4 mile. This creates a comfortable walking distance between bus stops and businesses, offices, and destinations along the corridor. Each stop will consist of a transit shelter, benches, bike racks, enhanced paving material, and signage. Site walls will be incorporated between the stop and the private property to define the transit stop locations. Public art will be incorporated to assist with wayfinding and link the transit system with the corridor aesthetics.

### ***Transfer Locations***

A key component of the transit system along 4th Street is to link it with the east-west bus routes. This provides enhanced connectivity between Downtown Flagstaff and East Flagstaff and provides access from the greater Flagstaff region to 4th Street Corridor. This will assist in developing 4th Street as a destination as the transit system will no longer be just about providing public transportation for commuters to downtown, but also deliver commuters and visitors to the 4th Street Corridor.

An important aspect of the connectivity is providing locations for transit users to transfer between multiple bus routes, using the 4th Street Corridor to link north-

south routes with east-west routes. Transit Park provides an ideal location for these transfers. By incorporating bus bays, multiple buses can queue and shelters, benches, and other park amenities provide transit riders comfort and protection from the elements as they wait to transfer. In a similar fashion, Gateway Park also provides connectivity between the 4th Street Corridor Route and the east-west bus routes, between the Purple Route and the Route 66 Route. However, without bus bays, transfers occur between bus stops and queuing is limited. With benches, transit shelters, planting, and other amenities, Gateway Park provides transit riders with a comfortable and safe location to transfer between the bus lines.

### ***4.3.4 Sequencing***

Success of a multimodal, or complete street, is reliant on pedestrians having a comfortable and enjoyable environment in which to circulate and experience the streetscape. Fundamental to achieving this type of a signature street is the development of a series of places, activities, and spaces where people can come together and work, play and live. Combined together and placed at intervals that promote walking, these areas create an environment that is comfortable and easy to navigate. Distances seem shorter and the experience of the streetscape is more enjoyable.

For the 4th Street Corridor, parks, bus stops, neighborhood connections, and interpretive elements organize the streetscape into a series of walkable segments of approximately 1/8 mile in length. Seating, wayfinding and informational signage, and interpretive elements are placed at these locations to create interest all along the corridor, drawing users along the streetscape and allowing them to experience different environments. Each location reinforces the central ecological theme and band incorporating sustainability principles and the “4th” theming element into their designs, creating a signature streetscape that creates a memorable experience and develops a unique sense of place.

### ***Public Parks and Community Gathering***

As mentioned in Section 4.2.3, major parks are located at each end and in the middle of the corridor. Transit Park, Festival Park, and Gateway Park are equally spaced, approximately 1/2 mile apart. These parks provide gathering places for the community, where civic functions, such as fairs, concerts, public art displays, and annual events can take place. They are destinations for the community and regional users.





*Kiosk and Directional Signage; Tempe Transportation Center, Tempe, Arizona*

of the area. Spaced at intervals of approximately 1/8 mile, they reinforce the rhythm developed by the bus stops and parks, creating interest at walkable intervals, encouraging users to explore the corridor.

A final element that links the corridor with the neighborhoods and further enhances the rhythm created by the parks, bus stops, and interpretive elements are special paving areas aligned with side streets. Since most of the intersections along the corridor are “T” intersections, this provides users with a sense of where they are along the corridor. Art elements and seating are located at these locations to provide a visual terminus for motorists traveling along the side street to the 4th Street Corridor.

### ***Bus Stops and Wayfinding***

Bus stops provide the next level of sequencing along the corridor. Located in each park and mid-way between them, they further break down the corridor into 1/4 mile intervals. At each bus stop, corridor wayfinding information is provided, presenting visitors with information about businesses and directing users around the corridor. Special paving is provided at each bus stop to define the transit area and break up the continuous sidewalks and paths. This creates a rhythm as pedestrians and bicyclists navigate along the corridor.

### ***Neighborhood Connection and Interpretive Elements***

The next level of sequencing is the neighborhood connections described in Section 4.3.1. At each connection, special paving, seating, and an interpretive element are included as visual termini for the neighborhood pathways leading to them. The interpretive elements include information about stormwater management, history, culture, and ecology



Figure 4-14: Conceptual Multimodal Connectivity



LEGEND:

- Existing Pedestrian Connections
- New / Improved Pedestrian Connections
- Crosswalks
- Bus Stops (North / South)
- Art / Interpretive / Wayfinding Elements
- 1/8 Mile Radius



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## 4.4 Roadway Design

A successful street is one that provides adequate and safe facilities for all types of transportation users. As East Flagstaff's main street and one of the major urban cores in Flagstaff, 4th Street needs to be viewed more as a destination than a through street. The roadway and streetscape design should be developed to support business and enhance economic vitality while providing pedestrians, bicyclists, motorists, and transit riders with a safe and comfortable travel environment. The corridor should be about providing visitors and residents a place to shop, dine, live, work, and play; coming together to celebrate East Flagstaff's and the surrounding areas unique history and culture. To the largest extent possible, it should be a park once and walk environment, putting people in the corridor to support business and providing workers and residents with places to gather and relax. Investment in this infrastructure by Flagstaff is important and will help 4th Street once again realize its potential, revitalizing the area, spurring redevelopment, and creating a sustainable economic environment where the private sector will once again invest in its success.

As part of this effort, moving vehicles along the 4th Street Corridor remains a top priority of this project. However, the intent is to change the purpose of this movement, from primarily a through movement to creating 4th Street as a destination, slowing traffic down, and providing travelers with options to move within and through the corridor. Coupled with this, is the intent to balance all modes of transportation, creating a complete street that is about moving people, not just vehicles. This requires changing the existing condition of moving vehicles quickly through the corridor to moving them more efficiently and safely through the corridor. The resulting effort will create a roadway that is safe for all users; moving vehicles efficiently, creating 4th Street as a destination, providing adequate business access and parking, and maintaining a high level of services.

To accomplish this, the study looked at the following elements that will create a more sustainable transportation system for 4th Street:

- Intersection Alignment
  - Realignment of Cedar/Lockett Intersection
  - Realignment of 6th/7th Intersection
- Signalized Intersections
  - Proposed Traffic Signals
  - Proposed Pedestrian Activated Signals

- Future Signalization
- Roadway Section
  - Office Park – north of 7th Avenue
  - Urban Core – south of 7th Avenue
- Neighborhood Connectivity
  - King Street Connection (4th Street and Lockett Road)
  - Greenlaw Lane Connection
  - Rose Avenue Connection
  - 4th Avenue Connection
- Access Management
  - At-grade Left Turn Median
  - Driveway Consolidation
  - Right-In/Right-Out
- Parking
  - Parallel Parking
  - Side Street Parking
  - Business Parking
- Level of Service
  - Intersections
  - Roadways

### 4.4.1 Intersection Alignment

Several issues affect the movement of vehicles efficiently along 4th Street Corridor; none more than current signalization and alignment of the intersections of Cedar Avenue/Lockett Road, 6th Avenue and 7th Avenue. These three intersections result in most of the delays motorists experience traveling along and trying to access 4th Street. As mentioned in Chapter 2, Cedar/Lockett and 7th Street intersections currently function at a Level of Service E and C during the PM Peak Hour, respectively. The 6th Street intersection is not signalized; therefore the eastbound left turning movement currently functions at a LOS C. However, onsite measurements and observations indicate there are excessive delays in turning onto 4th Street, along with the northbound left turning movement onto 6th Street. Improving these intersections is a key component to improving the vehicular and pedestrian environment along the corridor.

#### *Realignment of Cedar Avenue/Lockett Road Intersection*

This study recommends realigning the Cedar Avenue/Lockett Road intersection, changing it from the existing diagonal configuration, with pedestrian crossing allowed only on three corners, to a perpendicular configuration with pedestrian crossings on all corners. This will create a more standardized intersection where turning movements,





Figure 4-15: Redigned Cedar Avenue / Lockett Road Intersection

through movements, and pedestrian crossings are more efficiently organized. The proposed intersection configuration provides the following:

- Northbound Movements
  - Two left turn lanes from 4th Street onto Cedar Avenue
  - One through lane continuing north on 4th Street
  - One right turn lane from 4th Street onto Lockett Road
- Eastbound Movements
  - One left turn lane onto 4th Street
  - Dedicated right turn lane from Cedar Avenue onto 4th Street
  - Two through lanes onto Locket Road
- Westbound Movements
  - One left turn lane onto 4th Street
  - One shared through/right turn lane
- Southbound Movements
  - One left turn lane onto Locket Road
  - One shared through/right turn lane



Figure 4-16: Redigned 6th / 7th Avenue Intersection

### Realignment of 6th/7th Avenue Intersection

Like the Cedar Avenue/Lockett Road intersection, this study recommends realigning the 6th Avenue and 7th Avenue intersections, changing them from two closely spaced “T” intersections into a single perpendicular intersection. This is accomplished by aligning 7th Avenue with 6th Avenue. This reconfiguration alleviates excessive queuing on 6th Avenue and 7th Avenue; while providing better pedestrian crossing facilities. The LOS with this realignment will remain “C” at 7th Avenue. (See Section 4.4.7 Level of Service) The intersection configuration provides the following:

- Northbound Movements
  - One left turn lane from 4th Street onto 6th Avenue
  - One through lane continuing north on 4th Street
  - One shared through/right turn lane
- Eastbound Movements
  - Two left turn lanes onto 4th Street
  - One through lane onto 6th/7th Avenue
  - One right turn lane onto 4th Street
- Westbound Movements
  - Two left turn lanes onto 4th Street
  - One through lane onto 6th Avenue
  - One right turn lane onto 4th Street
- Southbound Movements
  - One left turn lane onto 6th/7th Avenue
  - One through lane continuing south on 4th Street
  - One shared through/right turn lane

### 4.4.2 Signalized Intersections

Signalized intersections are important to maintain safe vehicular and pedestrian movements. Spaced at equal intervals and timed for traffic progression, they help maintain proper traffic speeds, efficiently move vehicles through the corridor, and provide safer places for pedestrians to cross the street.

#### Proposed Locations

The reconfiguration of 4th Street maintains the signalization at Route 66 and Cedar Avenue/Lockett Road, with modification for the realignment and the new lane configuration. It also relocates the 7th Avenue signal to the new 6th/7th Avenue realignment. Finally, it introduces a new signal at Felice Avenue. These four signalized intersections are equally spaced at approximately 1/4 mile apart. This spacing helps maintain proper traffic speeds, 30 mph, and provides safer pedestrian crossings at a comfortable walking distance. Combined with the transit stop spacing discussed in Section 4.3, this will allow for safer pedestrian and vehicular movements along the corridor.



## Pedestrian Activated Signals

In addition to the signalized intersections which provide pedestrian crossing facilities at 1/4 mile intervals, additional pedestrian activated signals are incorporated at two locations, 4th Avenue and Dortha Avenue. This spaces pedestrian crossing facilities 1/8 mile apart at key locations, the retail/neighborhood market district between Route 66 and 6th/7th Avenue and the office/institutional core with its medical centers and community college between Felice Avenue and Cedar Avenue/Lockett Road. Both intersections are located adjacent to transit stops.

## Future Signalization

As redevelopment occurs and 4th Street's land uses change over time, the two pedestrian activated signals mentioned above could be upgraded, if warranted, to a fully functioning signalized intersection. As warranted, new pedestrian activated signals could be placed at a few or all of the following locations:

- 3rd Avenue
- The old 7th Avenue alignment
- Rose Avenue
- Greenlaw Lane

The new signalized intersection at Felice Avenue coupled with the above-mentioned pedestrian activated signals would provide pedestrian crossings at 1/8 mile intervals and at all bus stop locations.

## 4.4.3 Roadway Section

Two distinct roadway sections are proposed for the 4th Street Corridor between Route 66 and Cedar Avenue/Lockett Road. These roadway sections reflect both the prominent adjacent uses and the existing and proposed future traffic volumes, or Level of Service (see discussion in Section 4.4.7). The northern half of the corridor, or the Office Parkway, which has relatively low volumes of traffic and high speeds, would be reduced from its current five lane section to a three lane section. The southern half of the corridor, or the Town Place, has a relatively large volume of traffic and as such would remain as a five lane section. The transition between these roadway sections would take place at the newly aligned 6th/7th Avenue intersection.

### Office Parkway

As the section of corridor with the lowest traffic volume and highest speed, Office Parkway reduces the roadway section from five lanes to three lanes. The overall width is 38 feet consisting of the following:

- 11-foot travel lane
- Maximum 12-foot, minimum 10-foot dual left turn lane
- 11-foot travel lane

Bike lanes in the Office Parkway section of 4th Street would be placed as a two way FUTS Trail in the Linear Park on the east side of the roadway.

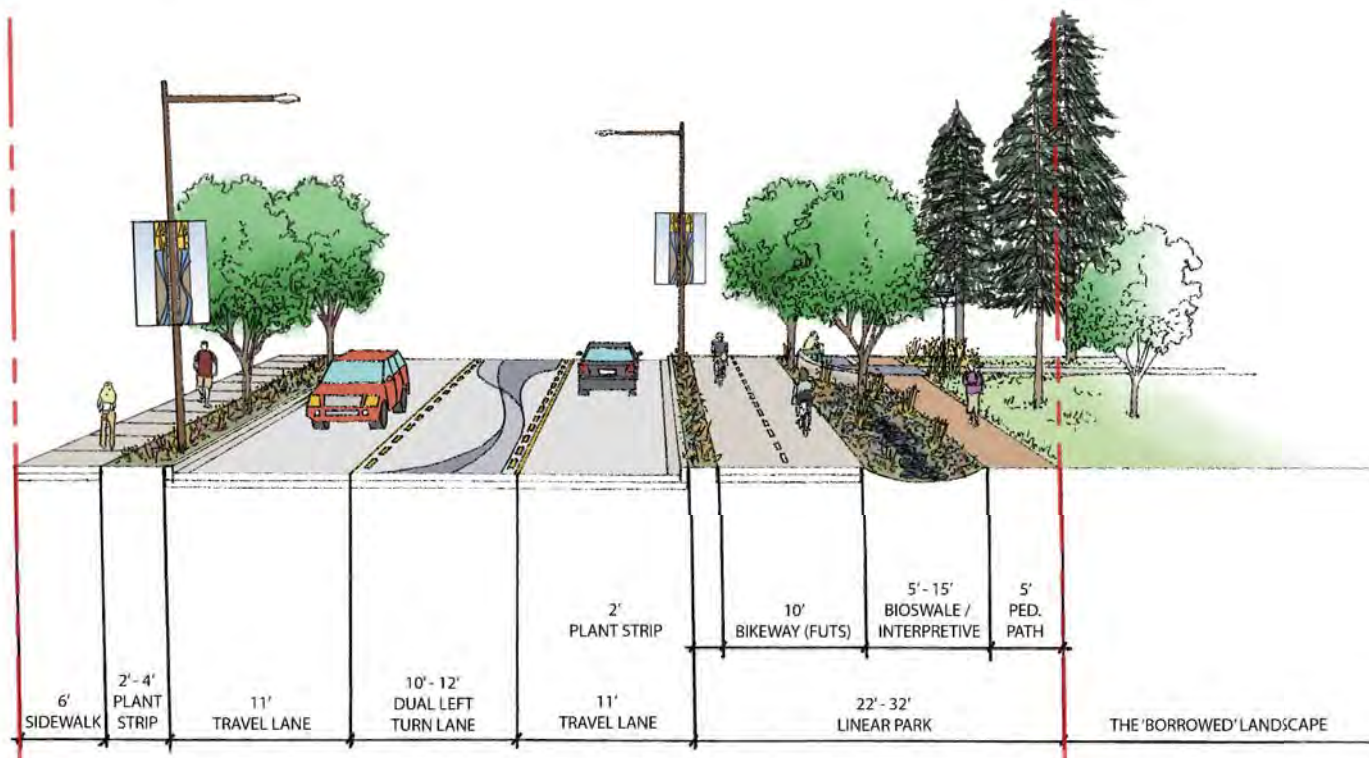


Figure 4-17: Office Parkway / Linear Park Roadway Section



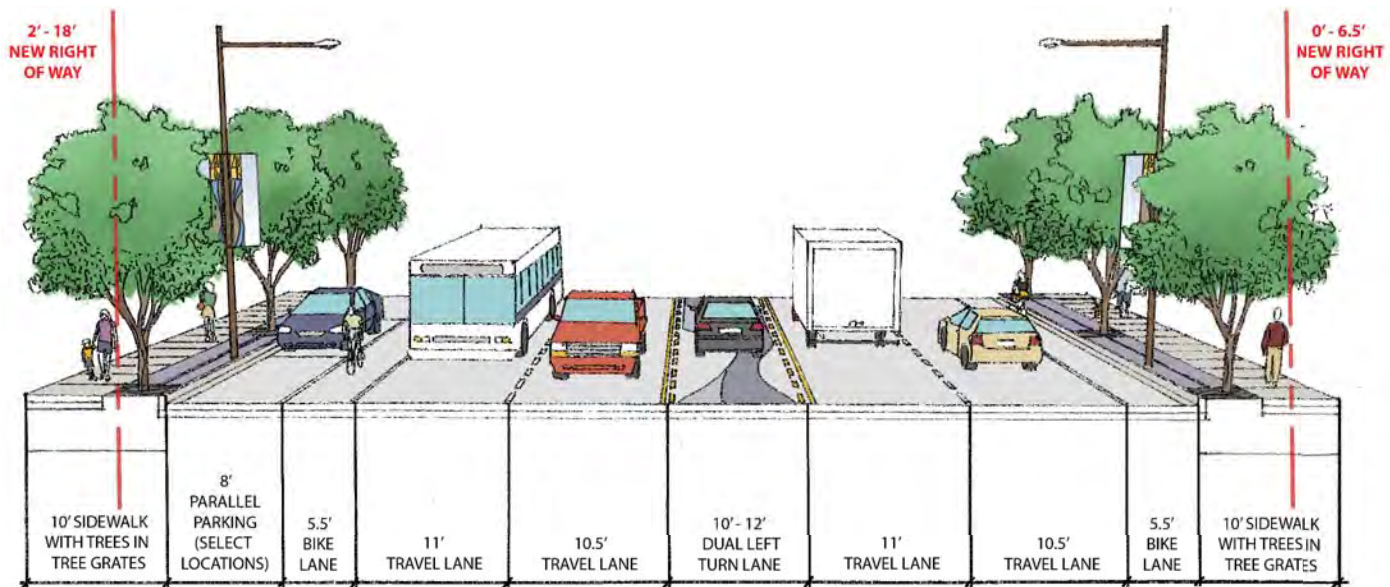


Figure 4-18: Town Place Roadway Section

### Town Place

As the section of corridor with the most traffic volume, Town Place maintains the existing lane configuration. The overall width ranges from 64-66 feet consisting of the following:

- 5.5-foot bike lane
- 11-foot travel lane
- 10.5-foot travel lane
- Maximum 12-foot, minimum 10-foot dual left turn lane
- 10.5-foot travel lane
- 11-foot travel lane
- 5.5-foot travel lane

### 4.4.4 Neighborhood Connectivity

Enhancing vehicular connectivity between adjacent neighborhoods and 4th Street Corridor serves multiple purposes. It provides better pedestrian facilities to link adjacent residential neighborhoods to the corridor, develops smaller blocks which slows traffic and creates a better pedestrian environment, and it also provides alternative vehicular routes, dispersing traffic rather than concentrating it on any one particular street. For the 4th Street Corridor – North, it is recommended four additional connections be developed. These are:

- King Street connection (4th Street and Lockett Road)
- Greenlaw Lane connection
- Rose Street Avenue connection
- 4th Avenue connection

### King Street Connection

An informal link exists between 4th Street and King Street through the Coconino Community College parking lot. This connection would be formalized and the parking lot reconfigured to accommodate traffic movement through this new connection. An informal connection would also extend King Street north to Lockett Road. At the intersection with 4th Street, the Coconino Community College access would be configured as a right-in, right-out intersection, eliminating left turn conflicts onto 4th Street. At Lockett Road, the intersection would allow for right turns into the new extension of King Street. Sidewalks and crossing facilities would be provided along the extension, connecting the Coconino Community College with 4th Street, Greenlaw Neighborhood to the east, and the Coconino Health Center to the south.

### Greenlaw Lane

Greenlaw Lane is an existing private street with no pedestrian facilities. This study recommends Greenlaw Lane be made a public street with sidewalks and parallel parking along its length. This connection will strengthen pedestrian connection between 4th Street Corridor and the Greenlaw Neighborhood and provide better access to business on the south side and the Coconino County Health and Community Services Building on King Street. It will also provide congestion relief, if necessary, by allowing vehicles another connection to King Street.

### Rose Avenue Extension

Rose Avenue is a new street connecting 4th Street and King Street. Its intersection with 4th Street is offset by



approximately 100-feet from the existing Rose Street Avenue that connects 4th Street with the Sunnyside Neighborhood. Rose Street Avenue will function in a similar manner as Greenlaw Lane, providing better connectivity with the Greenlaw Neighborhood and providing better access to King Street.

#### **4th Avenue Extension**

This study recommends extending 4th Avenue to connect with Postal Boulevard. This formalizes the connection between 4th Street and the Greenlaw Mobile Homes and extends to North Postal Boulevard. The extension would include sidewalks and parallel parking creating an alternative vehicular connection and new pedestrian connection between the Post Office and the neighborhoods it serves. Additionally, this connection provides an alternative vehicular connection between the 4th Street Corridor and its adjacent neighborhoods with Route 66, potentially alleviating some of the congestion at the 4th Street and Route 66 intersection.

#### **4.4.5 Access Management**

Access management is an important strategy for the 4th Street Corridor. It helps create a safe and comfortable pedestrian-friendly environment, while maintaining business viability. It is a goal of this study to balance access into businesses while minimizing conflicts between vehicles and pedestrians and vehicles and bicyclists. This balance is accomplished by providing a continuous at-grade left turn median, consolidation of driveways, and promoting right-in/right-out access points along the corridor.

#### **At-grade Left Turn**

Maintaining access is important to creating an environment that supports businesses. This study recommends that an at-grade left turn median be maintained throughout the corridor to provide this access. The exception would be at the intersection with Cedar Avenue/Lockett Road and Route 66. A raised median is provided at both of these locations to limit turning movements to right-in/right-out on side streets. Decorative paving, in the form of undulating stripes reminiscent of a stream, would be installed in the at-grade left turn. Color thermoplastic material would be applied to the asphalt to create the pattern.

#### **Driveway Consolidation**

This study recommends looking for opportunities to consolidate or share driveways, thereby reducing the

total number of driveways along the corridor. Reducing the number of driveways will, in turn, reduce the potential for conflicts between vehicles and pedestrians and vehicles and cyclists in the bike lanes and improve traffic flow.

#### **Right-in/Right-out**

Where multiple access points are provided on both the 4th Street Corridor and the side streets, it is recommended that access from 4th Street be limited to right-in/right-out. This will control queuing as cars try to make left turns onto 4th Street and reduce conflicts between vehicles and pedestrians and vehicles and bicyclists.

#### **4.4.6 Parking**

Parking is vital to the success of the 4th Street Corridor as both a destination and business-friendly corridor. However, parking shouldn't come at the expense of good pedestrian or vehicular circulation. An effort should be made to redevelop the corridor to be a park once and walk environment, providing users with adequate parking and multiple ways to move around the corridor. As such, this study recommends that parking needs be met by implementing the following:

- Parallel parking
- Parking lot reorganization/restriping
- On-street parking along the side streets

#### **Parallel Parking**

Parallel parking serves several functions in an urban setting. It places vehicles directly in front of businesses, maximizes on-street parking, slows traffic, and acts as a barrier between vehicular traffic and pedestrians. This study recommends that parallel parking be placed in several locations along the west side of the corridor. Most locations coincide with locations where existing onsite business parking requires circulation or parking



*Bulb-outs and On-Street Parking*



within the City right-of-way. Parallel parking has been provided in the following locations:

- Dortha Avenue to Felice Avenue – 17 spaces
- 5th Avenue to 4th Avenue – 12 spaces
- 3rd Avenue to 2nd Avenue – 11 spaces

### Parking Lot Reconfiguration

Several large parking lots exist along the east side of the corridor. In some of these locations, the parking lot striping encroaches into the right-of-way and/or conflicts with pedestrian circulation. Additionally, with multiple driveway access points, layout of the parking

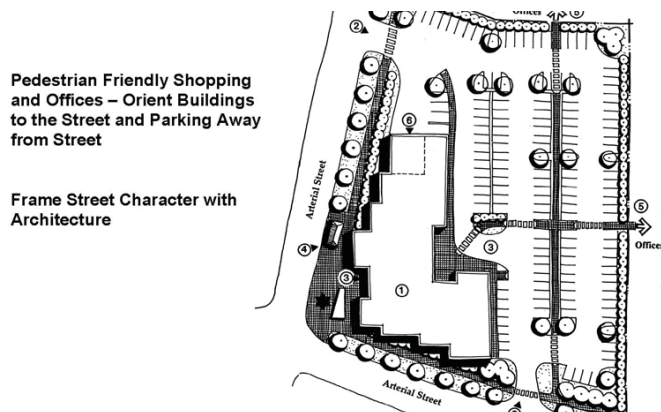


Figure 4-19: Example of Pedestrian-friendly Development with Parking

spaces is inefficient. This study recommends the City of Flagstaff partner with businesses and owners with large parking lots on restriping their existing parking lot to eliminate conflicts with pedestrian circulation while also improving the parking lot efficiency. These recommendations include:

- Greenlaw Shopping Center: consolidate 13 access points into four locations, move parking out of right-of-way, and restripe parking lot – net gain of approximately 34 spaces.
- Retail Shopping Center north of 7th Street: consolidate five access points along 4th Street into two locations, move parking out of right-of-way, and restripe parking lot – net gain of approximately 49 spaces.
- Coconino Community College: reconfigure parking lot to create King Street connection with 4th Street and Lockett Road, limit access from 4th Street to right-in/right-out, and restripe parking lot – net loss of approximately 13 spaces.

### On-Street Parking Along the Side Streets

To promote the concept of a park-once-walk environment this study recommends the inclusion of

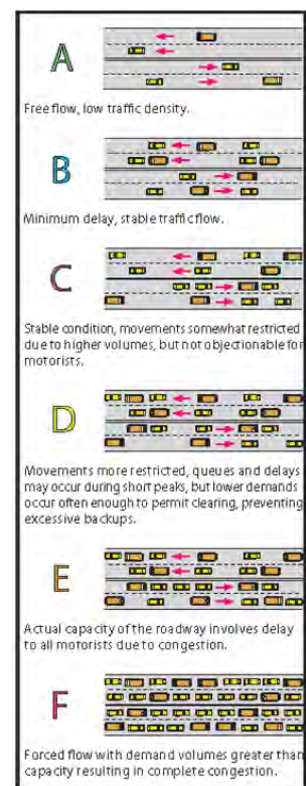
on-street parking along the side streets. Streets with access to 4th Street and where roadways are wide enough to support through movement should include signage and striping for parallel parking. Side streets with on-street parallel parking include:

- Greenlaw Lane – 65 spaces
- Felice Avenue – 17 spaces
- Rose Street Avenue East – 29 spaces
- Rose Street Avenue West – 12 spaces
- 4th Avenue – 6 spaces
- 3rd Avenue – 6 spaces

### 4.4.7 Level of Service

A main goal of this project is to maintain or improve the Level of Service for all modes of transportation along the corridor. Level of Service (LOS) is a quantitative value combining measurement of the operational characteristics of traffic and the perception of traffic conditions by both motorists and passengers. The analysis of roadway segment LOS is based on the number of lanes, the functional classification of the roadway, and the desired LOS capacity expressed in terms of the annual average daily traffic volume. It assigns a grading system of A-F, with A being free flow, low traffic density, and F being a force flow with demand volumes greater than the capacity. For an urban environment that is a destination, a LOS D is deemed acceptable. When designing new roadways and multimodal transportation systems, planners and engineers strive to provide the highest LOS feasible. Primarily, this LOS is attributed to vehicular transportation systems. However, there are new methods emerging which do assign a LOS for vehicles, bicycles, and pedestrians. For this study, we analyzed the existing and proposed level of service for vehicles and pedestrians.

For vehicles, the existing conditions analysis was done at the two signalized intersections within the corridor, Cedar Avenue/Lockett Road and 7th Avenue, and the existing roadway configuration both



Source: North I-25 Environmental Impact Statement, Colorado Department of Transportation/Federal Transit Administration/Federal Highway Administration, August 17, 2006.

Figure 4-20: Level of Service (LOS)



north and south of 7th Avenue, as discussed in Chapter 2. The proposed design was then reevaluated based on the road diet north of 7th Avenue (Office Park), and the existing retail section south of 7th Avenue (Market Place), the reconfiguration of the Cedar Avenue/Lockett Road intersection, Felice Avenue intersection, and the 6th/7th Avenue intersection. Based on the Flagstaff Metropolitan Planning Organization (FMPO) 2030 traffic forecast, and a straight line growth of 2 percent applied to the existing traffic volumes until the year 2030, these roadway sections and intersections would function with at the following LOS:

- Cedar Ave/Lockett Rd Intersection – LOS C
- Office Park – LOS C
- Market Place – LOS C
- 6th/7th Avenue Intersection – LOS C
- Felice Avenue Intersection – LOS C

For pedestrians, the LOS is based on the Maricopa Association of Government's Intuitive Approach Latent Demand Assessment and Roadside Pedestrian Conditions Assessments outlined in Chapter 2. The Latent Demand is derived from a scoring system of up to 42 points based on land use, pedestrian facilities, socioeconomics, and transit facilities within 1/4 mile of the corridor. Scores between 29-42 are areas of high intensity and are considered destinations. The Pedestrian Conditions is a scoring system based on type of vehicular traffic and the roadway section with a maximum potential score of 21. The resultant scores are then assigned a Level of Service (A-F) with LOS A having a score between 16 and 21 and LOS F a score of less than 4.

The improvements to the 4th Street Corridor outlined in this study develop 4th Street as a destination with the following pedestrian conditions on each section of the road:

- Office Park – LOS A
- Market Place – LOS B

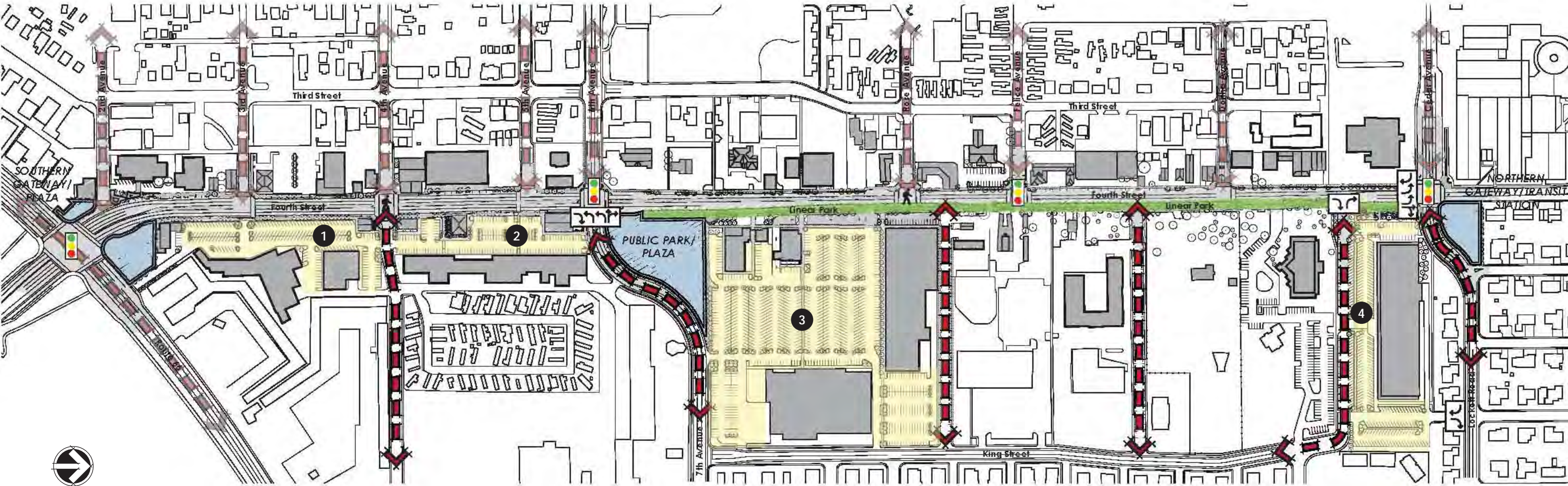
Overall, the improvements recommended in this study create a corridor that functions at a high level of service for vehicles and pedestrians. Business access and parking are maintained or increased enhancing the economic vitality of the corridor. Public gathering places are created and transit and bicycle service is increased and better defined. 4th Street Corridor – North is developed as a complete street and a destination that is safe and comfortable for all modes of transportation.



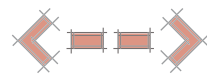
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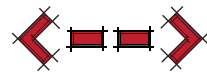
Figure 4-21: Conceptual Vehicular Connectivity



LEGEND:



Existing Vehicular Connections



New / Improved Vehicular Connections



Signalized Intersections



Pedestrian-Activated Signals

PARKING COUNT:

1	Existing	132
	Proposed	158
2	Existing	137
	Proposed	145
3	Existing	417
	Proposed	466
4	Existing	XX
	Proposed	XX



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## 4.5 Corridor Moments

Augmenting the rhythm created by sequencing discussed in Section 4.3.4, a series of Corridor Moments have been developed to create interest and activity along the corridor and to reinforce the corridor vision and theme. These moments create places where pedestrians can pause, relax, and learn about the corridor through interpretive information. These moments include:

- Stormwater management demonstration garden
- Terminal art elements
- Linear park gateway / future mid-block pedestrian connection
- Typical bus stop
- Stormwater detention pond
- Plazas and cafes
- Business vitality and visibility windows
- View corridor preservation

The following graphics illustrate the key elements and how they reinforce the vision and theme for the corridor.

### 4.5.1 Stormwater Management Demonstration Garden

Located at the Coconino Community College, the Stormwater Demonstration Garden links Transit Park with the Office Parkway Linear Park. It provides educational components for residents and visitors of the corridor to gain an understanding of how stormwater management is incorporated into the semi-urban streetscape of the Office Parkway Linear Park. It provides an opportunity to create outdoor class rooms and gathering places for local residents, Coconino Community College, and Mount Elden Middle School students, and the East Flagstaff Library.

#### Key Elements of Stormwater Management Demonstration Garden

- Stormwater management garden
- Pedestrian path
- Bikeway
- Pedestrian scale lighting
- Enhanced paving
- Seating
- Interpretive elements
- Public art
- Ecological planting



Local Example of Stormwater Management

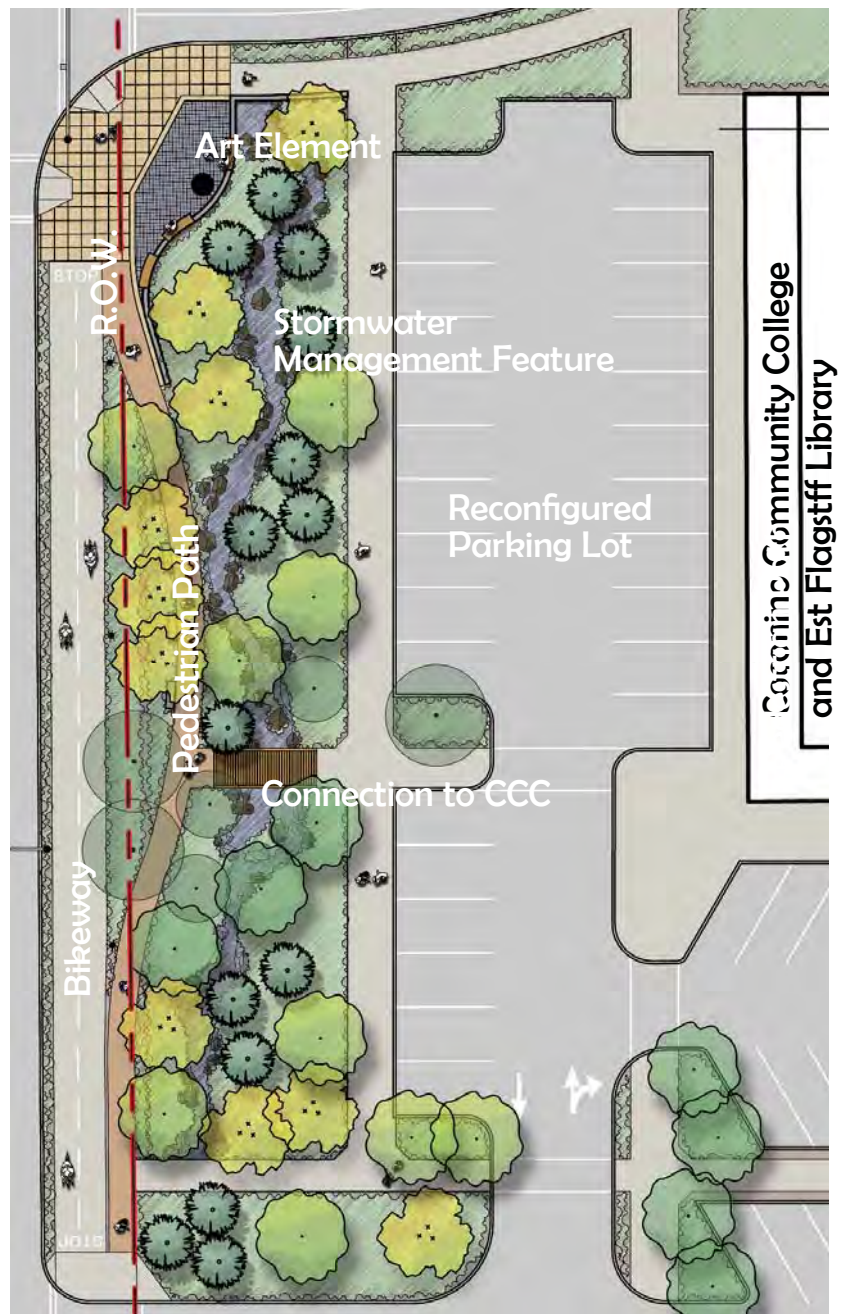


Figure 4-22: Stormwater Management Demonstration Garden



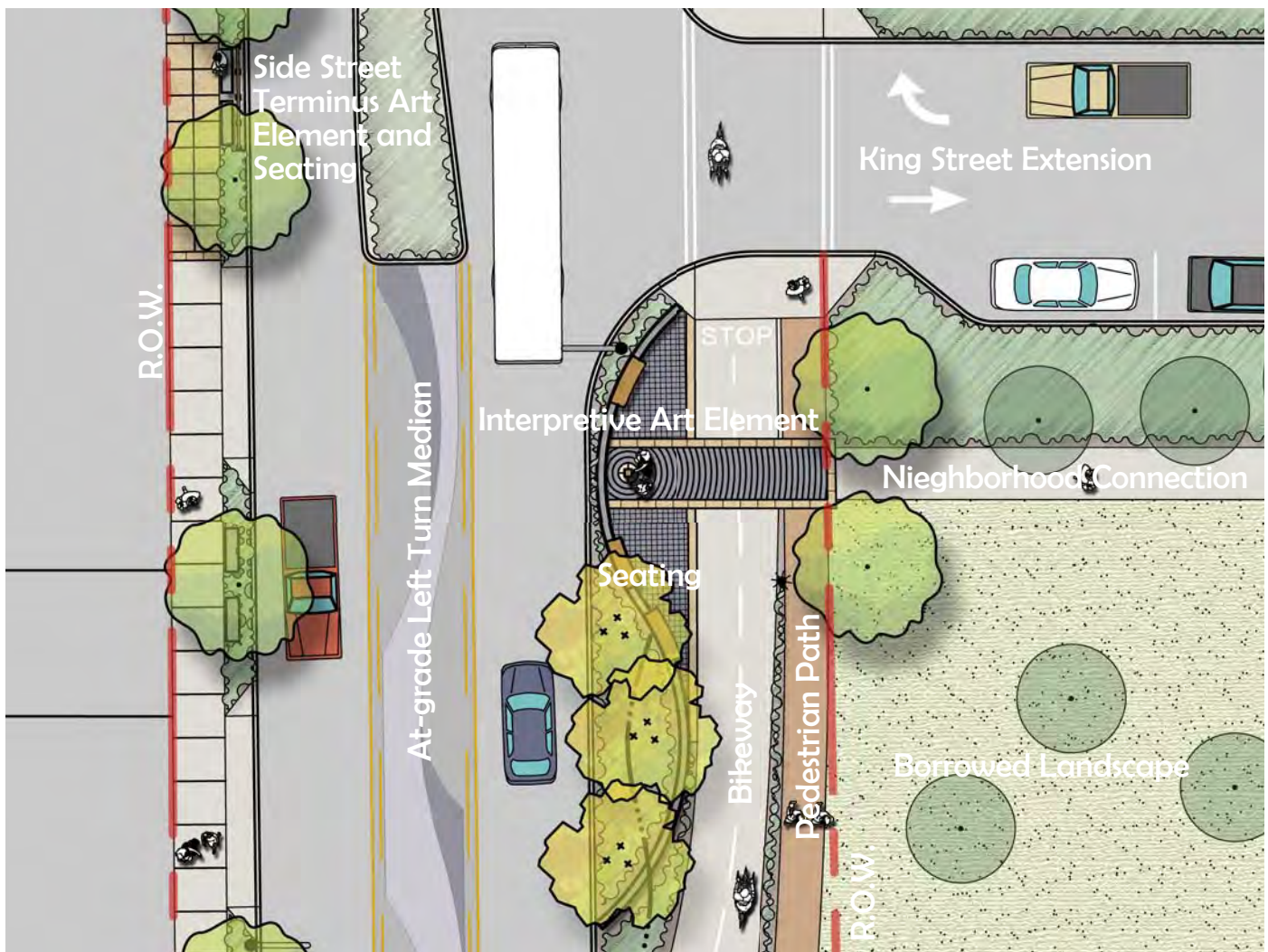


Figure 4-23: Terminal Art Elements

#### 4.5.2 Terminal Art Elements

Linking the corridor with the neighborhoods is an important concept of this plan. Physical connections are made along side streets and at select locations along the corridor as identified in Section 4.3.1. These are reinforced with visual connections as well. Each art element is aligned with the pathway linking the adjacent neighborhood and incorporates color, patterns, and textures to visually tie the corridor with the neighborhood.

Two types of art elements have been created. A low screen that is a terminus for side streets and an interpretive panel and post with weather vane interpretive art element at the terminus of neighborhood connection paths spaced every 1/8 mile along the corridor.

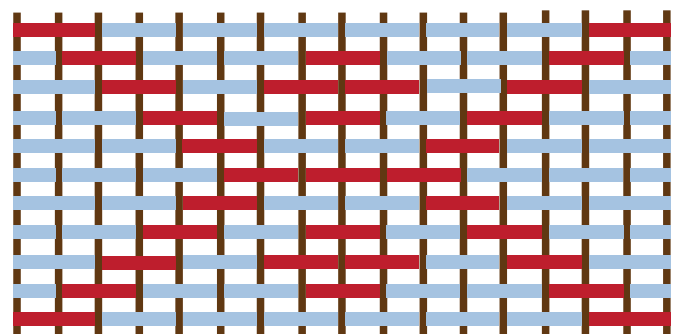
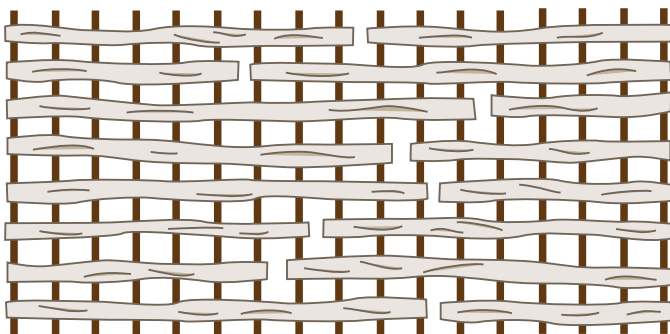


Figure 4-24: Low Art Screen Terminus



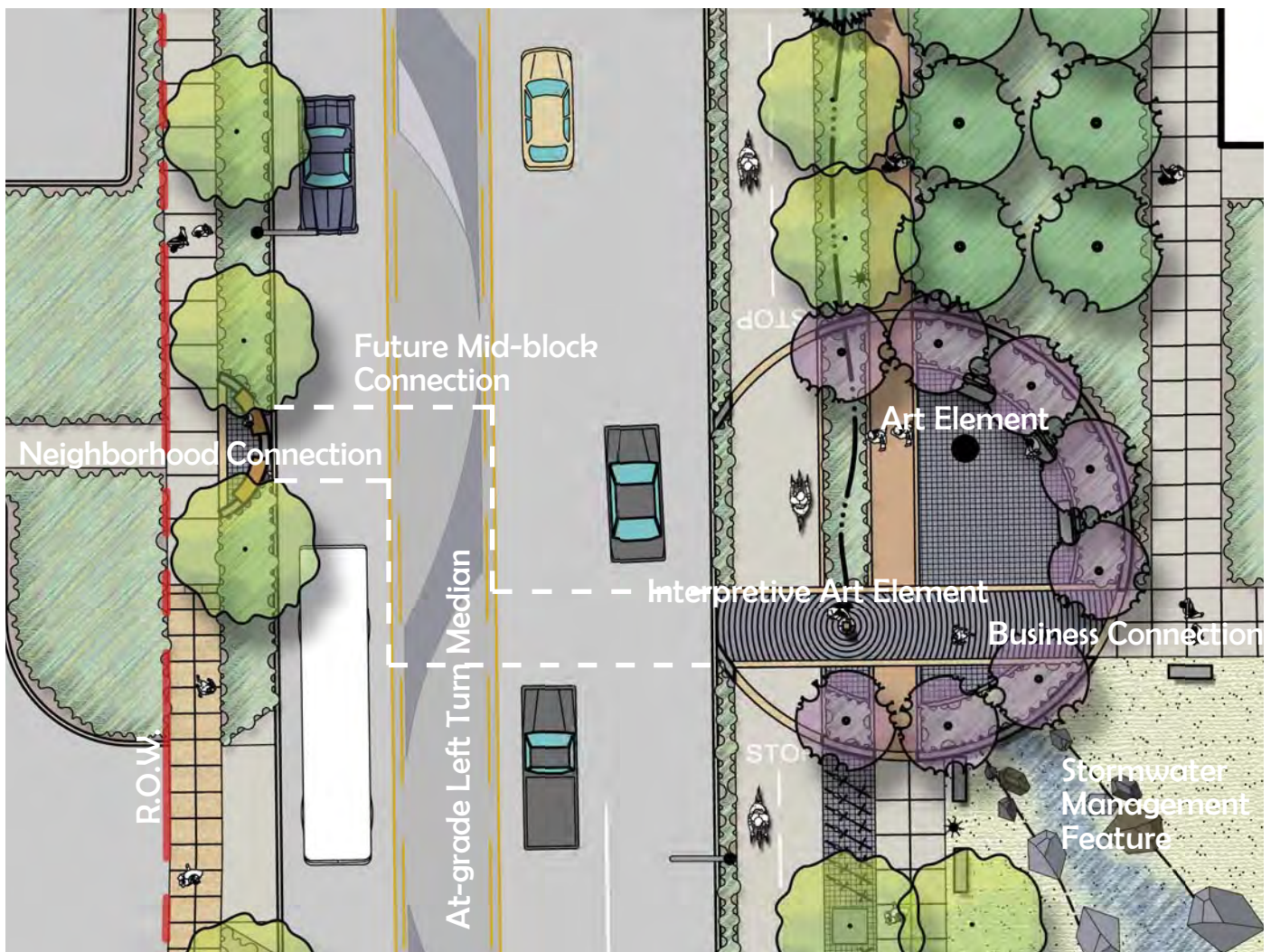


Figure 4-25: Linear Park Gateway / Future Mid-Block Pedestrian Connection

### 4.5.3 Linear Park Gateway / Future Mid-Block Pedestrian Connection

The Linear Park Gateway is a plaza at the southern end of the Linear Park that marks the transition between the Linear Park and Festival Park. It is located at the neighborhood connections along the old 7th Avenue and an easement between First Credit Union and the office building. These two connections link the Greenlaw Neighborhood and the Killip Elementary School respectively. The interpretive art element is incorporated into the plaza which also includes seating, an art feature, ornamental planting, bike racks, and seating.

As described in Section 4.3.1, in the future, a two-stage crossing could be incorporated at this location to link Festival Park and the Greenlaw Neighborhood with Killip Elementary School and the Sunnyside Neighborhood.

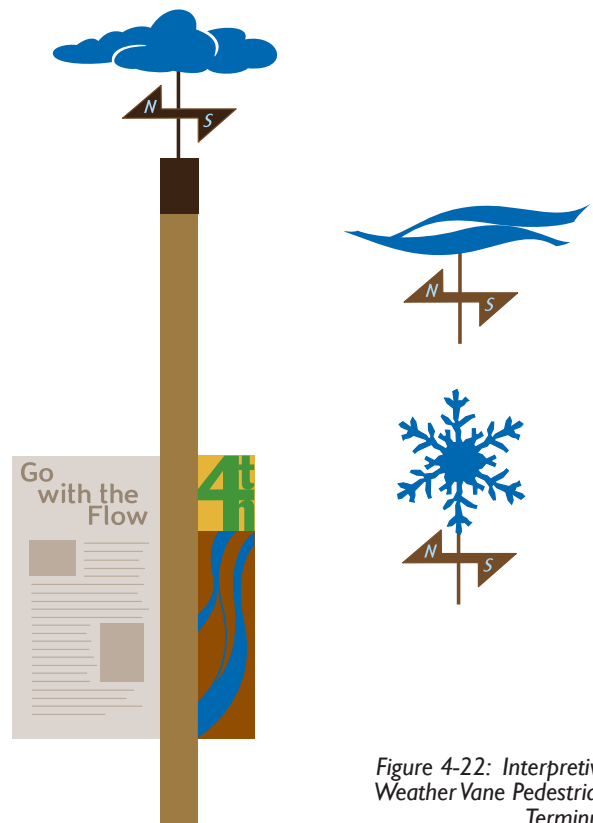


Figure 4-22: Interpretive Weather Vane Pedestrian Terminus



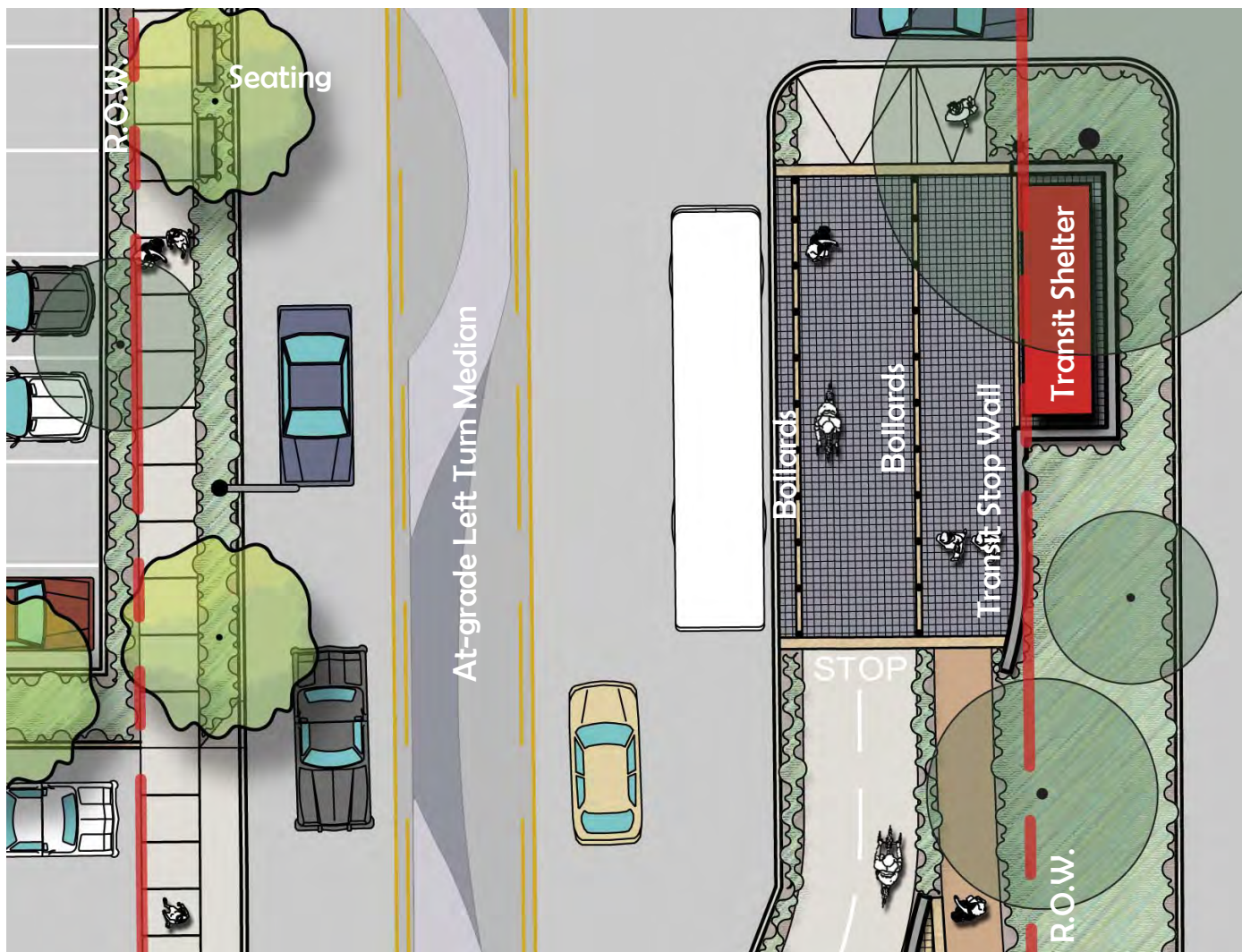


Figure 4-27: Typical Bus Stop

#### 4.5.4 Typical Bus Stop

As mentioned in Section 4.3.3, bus stops are provided approximately every 1/4 mile. They are located on the far side of the intersection, and as such, they are never directly across the street from each other. Rather they alternate approximately 1/8 mile apart, reinforcing the rhythm developed with the neighborhood connections. The plan recommends the standard City of Flagstaff bus shelter be utilized for ease of maintenance (key sustainability principle) and to aesthetically link 4th Street Corridor Transit System with the greater Flagstaff transit system. Bike racks, benches, and seating are provided at each location. Low stone walls constructed with basalt and topped with a limestone cap provide additional seating, surrounding the shelter and defining the transit area. Decorative paving is incorporated to queue pedestrians and bicyclists as they are entering a more active zone. Bollards are provided between the pedestrian areas, the bicycle, and the travel lanes to further alert users of the multiple uses coming together at these locations.



Basalt Rock Wall with Limestone Cap



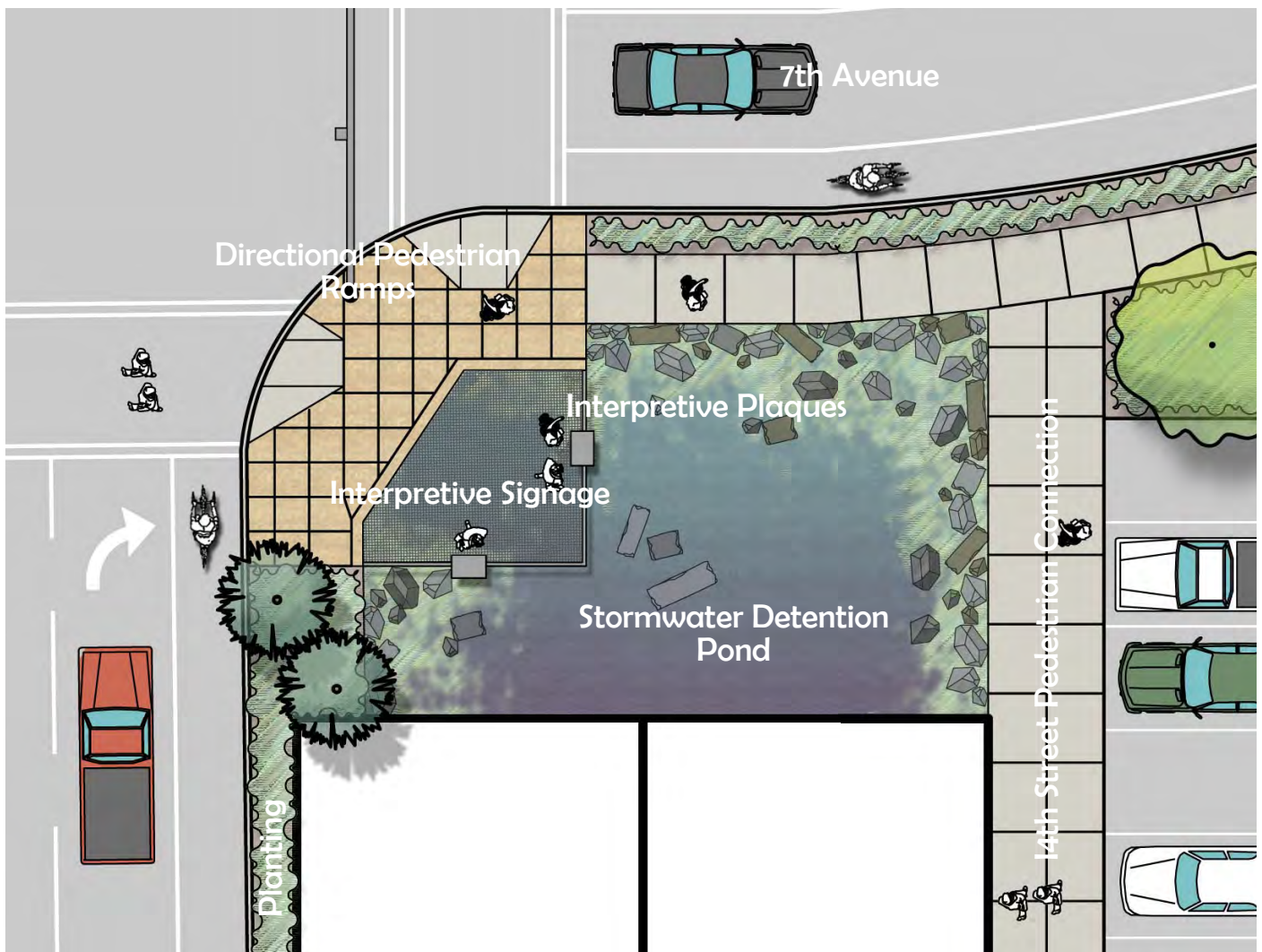


Figure 4-28: Stormwater Detention Pond

#### 4.5.5 Stormwater Detention Pond

With the realignment of the 6th/7th Avenue intersection, excess space is developed on the north side of the office building located on the southeast corner. Since this office building is located only 3 feet from the curb, a pedestrian walk way is proposed on the private property. This also creates an opportunity to develop a small urban park that can reinforce the over arching ecological theme. As such, it is proposed that a Stormwater Detention Pond be developed in this space, linking the Town Place Streetscape, with its more urban environment with the more open appearance of the Office Parkway Linear Park. Interpretive elements and signage would be incorporated to explain how stormwater management is handled in an urban environment. This pond would also function as part of the Greenlaw Shopping Center Stormwater Management System. Seating, public art, and ecological planting would be incorporated into the open space.



Urban Stormwater Detention Pond, Berlin, Germany



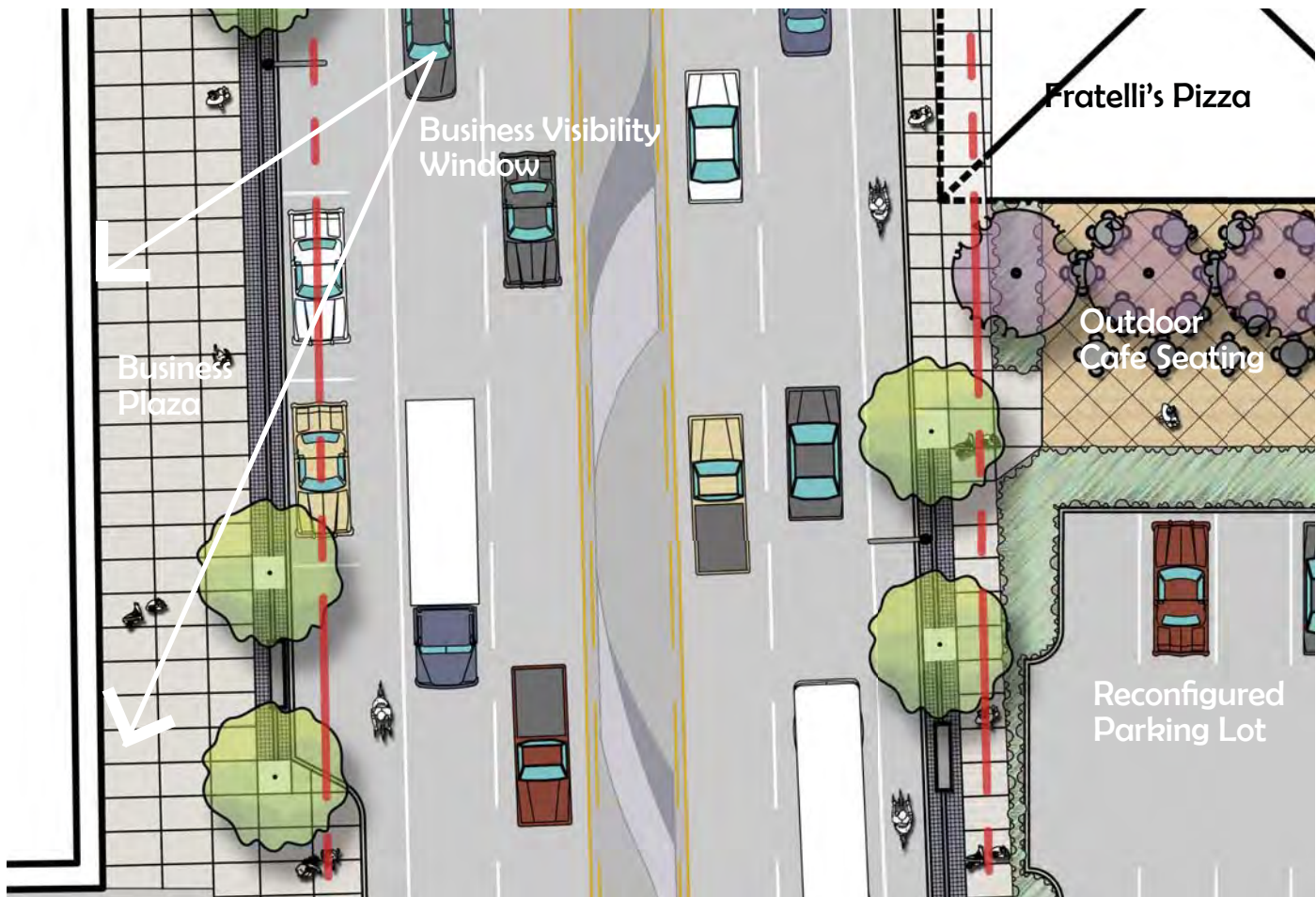


Figure 4-29: Town Place Plaza / Cafe

#### 4.5.6 Plazas and Cafes

Along the southern section of the corridor, opportunities exist to develop outdoor cafes which bring vibrancy to the corridor. As mentioned in Section 4.4.5, consolidating driveways and reconfiguring the parking lot at the Greenlaw Shopping Center increases the parking and eliminates the conflict between cars parking in the right-of-way and pedestrians trying to navigate along the corridor. An added benefit is the opportunity to develop outdoor cafes at Fratelli's Pizza and the Caked Bakery at the northeast corner of 4th Avenue.

Additionally, removing the onsite parking at the Dahl Office Building and the Lite Company Building, and reconfiguring the parking at the Farmer's Market Grocery Store creates an opportunity to develop larger plazas along the corridor. While most of the public space developed along the corridor has occurred on the east side, this will allow key locations on the west side to be activated with seating and public art. The plaza provides opportunities for business signs and provides better pedestrian access to businesses. As described in Section 4.4.6, parallel parking is provided at each of these locations, providing the same, or increasing, the amount of parking available for customers.



Examples of Plazas with Outdoor Cafes and Seating



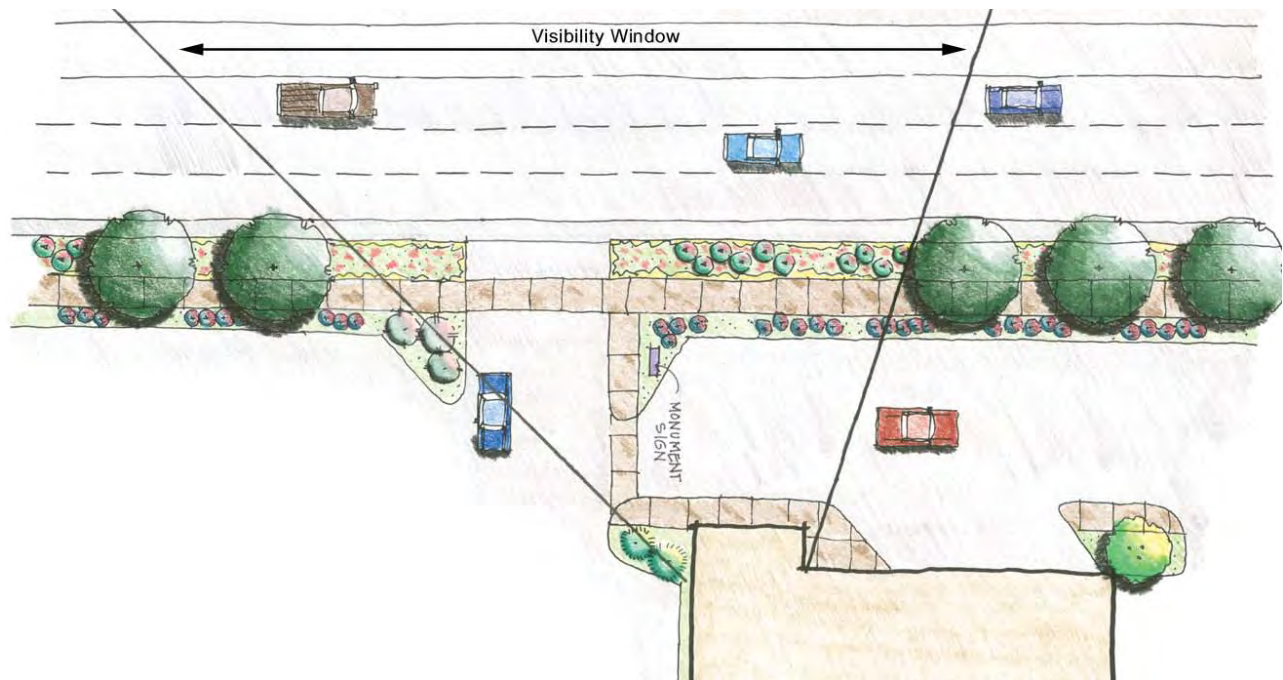


Figure 4-30: The Use of Visibility Windows Allows Motorists Clear Views of Signs and Entrances to Businesses

### 4.5.7 Business Vitality and Visibility Windows

Blending the 4th Street Corridor streetscape cohesively with adjacent properties and businesses is an important objective of these design guidelines. Preserving vehicular access where needed, enhancing pedestrian access to businesses, preserving and enhancing visibility to businesses, and blending landscape treatments along the streetscape with existing landscapes adjacent to properties are all important considerations.

Landscape and streetscape design along business frontage should include enhancements, where possible, through the use of landscaping, site walls, and accent lighting in cooperation with property owners. Opportunities for these types of improvements should be evaluated on a case-by-case basis in final design. If these types of improvements become infeasible due to budget availability, private property owners should be encouraged to install these improvements separately, following the design guidelines for the corridor to ensure consistency.

Where street trees and other plantings are incorporated into the public right-of-

way, these should be arranged so that clear views of business signing is maintained and enhanced. These arrangements will allow for visibility windows to the businesses, including their primary signs and access ways.

### 4.5.8 View Corridor Preservation

An important and defining element of the 4th Street Corridor is the views of the surrounding natural features; San Francisco Peaks, Mount Elden, and the Coconino National Forest. Similar to, and in conjunction with, business visibility windows, these views should be preserved. Arrangement of landscaping to preserve these views will maintain the corridor's connection with the surrounding environment, strengthening the vision and theme of the corridor.



Viewshed Preservation of San Francisco Peaks and Coconino National Forest



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## 4.6 Corridor Elements

A series of corridor elements have been developed to provide amenities for users, create a rich streetscape environment, and reinforce the overall vision and theme. These elements include:

- Colors and Texture
- Branding and Theming
- Wayfinding and Signage
- Interpretive Elements
- Paving Materials
- Site Furnishings
- Lighting
- Site Walls and Spatial Definition Elements
- Planting Materials

A key component in developing these elements was how they reinforced the overall theme and cohesively created a unique streetscape that reflected the surrounding neighborhoods. This is accomplished by incorporating art into all aspects of the corridor elements.

### 4.6.1 Public Art

Public art is weaved throughout the design concept for 4th Street and is based on two main thematic characteristics:

- The geographic and geologic significance of the street as a drainage-way, with some of the most spectacular views in the City of Flagstaff; and
- The historical and cultural uniqueness of the area and the personality of the residential, business and educational communities.

Drawing upon these themes, a series of identity elements and art elements are created which reflect and improvise on the overall ecology of the area, (which speaks to Flagstaff life in general). They further emphasize how natural systems are represented historically and interpreted by some of the cultures settling and influencing the area.

The street identity starts out with a pithy statement about the place - 4th Street, or even more simply, 4th. Graphically, it's casual, friendly and energetic, like the neighborhood's personality.

Next, the ecology is juxtaposed with the graphic statement wherever it appears—in the materials like basalt, lumber and natural planting, as well as with graphic interpretations of water, weather, vegetation and landforms. In functional elements, such as entry elements and directional, event and interpretive signage, the graphic identity harmonizes with natural

patterns and materials consistently along the street to help create cohesion. Interpretive elements can cover natural history including hydrology, geology, fire and succession as well as cultural history such as the lumber yard, bean fields and other historical events and cultural milestones.

The street is also punctuated with terminal elements that, while functional for pedestrian and vehicular experiences, can also express the intersection of nature and culture in more conceptual, playful, or purely artistic ways. Likewise at the two ends of the Linear Park are areas where interpretation of the hydrology can be artistically expressed. Functional elements like street grates, paving, and bus stops, can also make use of natural and cultural patterning to extend the visual experience.

Throughout, the language for the streetscape consists of a nature-based color palette, natural materials and vegetation, and the mark or logo for the street, all of which can be drawn from in whole or part to provide a sense of continuity along the entire street.

A major part of the public art vision for the street is the creation in the Festival Park and the entry areas with “art gardens”, open spaces for permanent or temporary art which could come from the local or regional community. The opportunity to draw on schools, artists and arts groups to activate and enliven the street could be greatly utilized in these spaces, and would coordinate with events which have sporadically happened in the past and could return and flourish along a rejuvenated street.



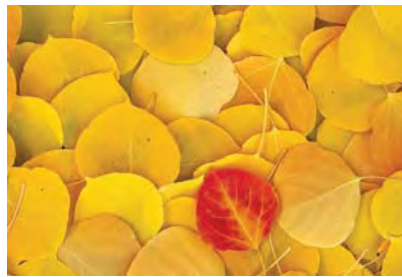


Figure 4-31: Palette Inspired by Natural Colors and Textures

## 4.6.1 Color and Texture

### Color

A simple color palette has been developed for the corridor to be incorporated into all the elements. As mentioned above, the color palette is based on the natural environment and draws upon the spring and fall leaves of Quaking Aspen, the pine cone of the Ponderosa Pine, basalt rock and water as the basic colors utilized throughout the corridor. These colors, light green, yellow, red, brown, and tan, reinforce the ecological theme and when incorporated into the other corridor elements, create a cohesive appearance throughout the corridor.

### Texture

Like color, a palette of textures has been developed for the corridor. Again it is based on the natural environment, including:

- smooth - based on water and leaves to be used in common paving materials such as sidewalks;
- medium - based on basalt and lumber to be used on street furnishings and accent paving; and
- rough - based on boulders, bark, and pine cones to be used for site walls, amphitheater walls, grates and barriers between different modes of transportation.

## 4.6.2 Branding and Theming

### Brand

Establishing a consistent image that residents and visitors identify with the 4th Street Corridor will

enhance the sense of this being a special place. Imbuing the corridor with a simple, unique, memorable, and cohesive imagery to cause a desired consumer behavior, is in essence, giving the corridor a brand.

For the 4th Street Corridor, a brand has been developed around its name and symbol “4th”. It draws upon the fact that 4th is a singular place, easily recognizable but with multiple uses. It is a neighborhood street, a street of commerce, a street of professionals, and a street of community services. It is the center of a community based on a grid system with four equal sizes. It recalls cultural history, both Native American and European settlers and their method for town planning. It is simple, memorable, and easily recognizable.

It is anticipated that over time, 4th Street Corridor can simply become “4th”. People from around the region could simply say, “Let’s meet on 4th” and everyone would know where it is. It is anticipated that the City would commission local designers and artists to create a series of “4th” logo marks that could be utilized along the corridor, in marketing materials, and other promotional material. The image at the right represents a simple approach to the development of “4th” which can be incorporated into wayfinding signage, banners, street signs, gateway elements, and other corridor elements.



Figure 4-32: “4th” Street Symbol





'Branded' Street Sign

### Theme

As mentioned previously in this report, a theme for the corridor has been developed based on the natural environment and ecology of the area. It draws upon the history recalling that one of the original purposes of 4th Street was to improve drainage off of Mount Elden. The theme is developed through a series of bio-swales, basins, parks, and other stormwater management opportunities which develop the framework upon which the streetscape is developed. It is then reinforced with the development of the key elements which utilize local material and construction method to develop a sustainable streetscape that is environmentally-friendly and ecologically sensitive.

### 4.6.3 Wayfinding and Signage

Wayfinding signs are used to help navigate visitors through the corridor and define the corridor's boundary. They promote the area's identity and help create a sense of place. Businesses can use this identification system for cooperative district advertising and event sponsorship.

The wayfinding program for the 4th Street Corridor should be developed as a separate design package, based on the branding and theming for the corridor. It is meant to be an integral part of the vehicular, pedestrian, bicyclist, and transit circulation system. It will guide people into and through the corridor, helping them get from place to place. It should reinforce the corridor brand and theme and enhance the identity and create a sense of place.

The wayfinding program should include the following:

- Pedestrian and Transit Signage
  - Banners
  - Blade directional signs (mounts to traffic and light poles)
  - Seasonal and special event banners
  - Pedestrian only markers for paths and sidewalks
  - Information kiosks at major pedestrian crossings
  - Information maps at bus stops
  - Street names sandblasted into paving bands at street crossings



Figure 4-33: Street Banner

- Motorist and Bicyclist Signage
  - Monument signs for businesses
  - Street identification signs
  - Bicycle route markers
  - Pavement markings
  - Blade directional signs (mounts to traffic and light poles)

In addition to wayfinding, information kiosks and maps could also feature educational content and promote 4th Street events. The map would identify businesses and destination points within the corridor, label the street network, identify pedestrian and bicycle routes, locate parking, locate decision points and identify how to get around the corridor.

### 4.6.4 Interpretive Elements

Interpretive elements are located throughout the corridor, primarily in the parks and corridor moments locations. They link the corridor with the natural and cultural history of the area and provide an educational experience for the user. They can range from the practical, information about how stormwater is managed in an urban environment to whimsical, providing



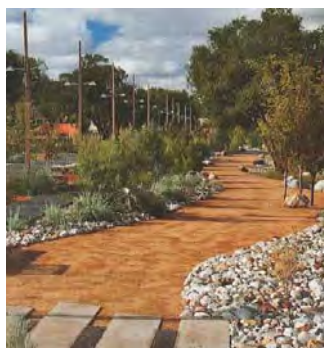
Interpretive Panel and Wayfinding Signage



unique stories about local events, characters, or interesting facts about East Flagstaff. They will be located at seating places along the corridor, spaced approximately every 1/8 mile.

#### 4.6.5 Paving Material

Five types of paving material have been chosen for this project. Incorporating sustainable principles, making them environmentally-friendly and ecologically sensitive. The materials include:



*Basalt Cobbles, Stabilized Decomposed Granite Path, and Street Names Stamped into Concrete*

#### Concrete

Used for urban sidewalks, major walkways in parks, driveways, and plazas at Gateway Park, Festival Park, and the plazas along the west side of the street. A high fly ash content should be used in all concrete paving.

#### Sandstone Pavers

Used for accent paving, spatial delineation, and small plazas. Sandstone should be obtained locally and 12-inch x 18-inch x 3-inch for bands, and 18-inch x 18-inch x 3-inch for plazas, set on a mortar setting bed to eliminate potential breaking.

#### Basalt Cobbles

Used at the interpretive art elements and the urban stormwater management feature, basalt cobbles should be manufactured from local resources. Cobbles should be 4-inch x 4-inch x 4-inch and set on a sand setting bed to allow for water infiltration. Cobbles should be laid in a circular pattern centered on the interpretive

element.

#### Stabilized Decomposed Granite

Used as the pathway material in the Linear Park. Decomposed granite should be tan in color, 1/4" minus Palomino Gold as manufactured by Stabilizer Solutions.

#### Asphalt

Used for roadway pavement and bikeway pavement.

#### 4.6.6 Site Furnishings

Site furnishings are non-custom catalogue products, including benches, trash receptacles, bollards, and bike racks used throughout the corridor to provide a cohesive appearance for the corridor. This project recommends a single provider be selected, maintain consistency and availability of the products for repairs and replacements. Landscape Forms has been selected as the manufacturer of site furnishings. They are the leading designer and manufacturer of site furniture in North America with a solid reputation for quality and workmanship. Their product lines are carefully developed to provide commonality between different elements, creating the unified and cohesive look for the streetscape. For the 4th Street Corridor, the following products have been selected for use in the streetscape:

#### Benches

Neoliviano series of backless and backed. All benches should include arm rest on both ends and in the middle to discourage lounging and skateboarders damaging the bench. They should be 69" in length and mounted to the pavement.

#### Trash Receptacles

Lakeside with a custom pattern of a Quaking Aspen leaf.



*Custom Trash Receptacle and Stop Bollard*

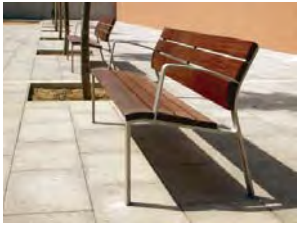




Receptacles should be silver in color with a top opening.

### ***Bollards***

Stop bollards are slim and designed to fit within a transit setting, the location they are most frequently used. They are cast aluminum to match bench arms and should be embedded in the pavement. LED lighting should be provided at bus stop locations for safety and wayfinding.



*Landscape Forms Ring Bike Rack and Neoliviano Bench*

### ***Bike Rack***

Silver powder coated Ring bike racks should be used throughout the corridor. The Ring allows for connection of two bikes. A minimum of three rings should be provided at any one location.

## **4.6.7 Lighting**

As the world's first "International Dark-Sky City", as designated by the International Dark-Sky Association, Flagstaff appreciates quality rather than quantity lighting. This is an important concept as lighting is developed along the corridor. Changing the character of the corridor from an infrequently visited place day and night, to a destination that is safer for users all times of the day requires a sensitive approach, balancing the

lighting needs of users limiting or eliminating light pollutions. This balance can be achieved through proper location and selection of light fixtures. Three types of lighting are proposed for the 4th Street Corridor: Pedestrian lighting, Street Lighting, and Accent lighting.

### ***Pedestrian Lighting***

Pedestrian lighting should be provided within all parks, and in particular, along the pathway in the Linear Park. Fully shielded fixtures should be



*Wood Pole-Mounted Pedestrian Lighting*

mounted on wood poles in the Linear Park and as armatures on street light poles along sidewalks. It is recommended the Warp9 series, Model Number WP9L light fixture, manufactured by Kim Lighting, be utilized as the pedestrian light fixture. These fixtures should be spaced 60-80 feet on center and mounted on 14' high square straight wood poles as manufactured by Cavawood Architectural Products.

### ***Street Lighting***

The primary function of street lighting is to provide adequate lighting for motorists to navigate along the street. Street lights should utilize a fully shielded Low Pressure Sodium light fixture mounted on a direct buried, metal pole. Poles should be powder coated silver to match the bollards, benches and bike racks. A lighting study should be developed to determine the exact spacing of light fixtures along the corridor, but they should be placed on each side of the street,



*Low-Level In-Ground Accent Lighting*

alternating at approximately 120-feet on center.

### ***Accent Lighting***

Accent lighting is the least used lighting throughout the corridor, primarily due to the fact that it is difficult to provide accent lighting with fully shielded fixtures. However, accent lighting should be used in select locations throughout the corridor to enhance the pedestrian experience, support art elements, and assist with wayfinding. Accent lighting would be limited to uplights on art features, such as the gateway signage, and as in-ground pavement features in plazas at Gateway Park, Festival Park, and Transit Park. In-ground lighting



*Low-Level In-Ground Accent Lighting*



could also be utilized at transit stops exclusively or in combination with bollard lighting to queue pedestrians and bicyclists of a higher use area.

#### 4.6.8 Site Walls and Spatial Definition Elements

Site walls are incorporated into the streetscape design to provide seating, spatially define areas, and screen uses. Three types of walls are proposed for this project, all are constructed of basalt as the primary building material. These walls include: Linear Park Seatwall, Transit Stop Wall, and Corner Screenwalls.

##### *Linear Park Seatwall*



*Example of a Stone Seatwall*

These walls are monolithic slabs of basalt roughly honed into 6-foot to 8-foot long sections. The top would be smooth, with rock-faced edges and be 2-feet wide by 2-feet high. They would be buried approximately 6 inches and set on a 6-inch gravel setting bed with mortared joints. Wood benches would be attached to define the seating areas.

##### *Transit Stop Wall*

Walls at the transit stop are placed to define the area and queue pedestrians and bicyclists that they are entering into the higher activity zone. They also separate the transit stop for the private property limiting transit riders from accessing the private property and guiding them toward the pedestrian walkways. They would be 30 inches high by 18 inches wide. Constructed with a rumbled, or rounded basalt veneer, typical of stone walls found throughout the Flagstaff area, the wall would be capped with a 3-foot long x 2-foot wide sandstone capstone to match the sandstone paving band discussed in Section 4.6.5. The walls also allow for the incorporation of art and wayfinding elements to help transit riders navigate the corridor once they exit their bus.



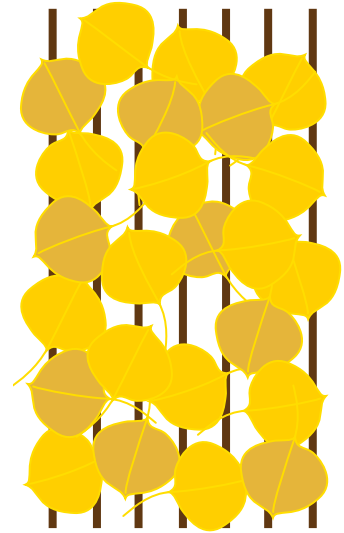
*Seatwall with Bench*

##### *Corner Screenwalls*

To provide continuity along the west side, define pedestrian waiting areas at intersections, and to link the west and east sides of the streets together, a basalt stone wall is located on the southern side of each intersection along the west side of the corridor. These walls would be a 2-foot high by 18-inch wide staked basalt wall, mortared together with no capstone. When they connect with a transit stop wall, a 30-inch square by 30-inch high pier would provide a location for wayfinding and/or art elements. Wood benches would be attached to define seating areas and link these walls with the Linear Park Seatwall.

##### *Spatial Definition - Art Screen*

In addition to the wall types, an art screen has been developed to act as a visual terminus to side streets. It will also provide spatial definition to these areas, providing a separator between the seating and vehicular traffic nearby. Finally, these art screens can also be used to screen utilities, such as traffic control cabinets, gas back flow preventors, and electrical cabinets found throughout the corridor.



*Figure 4-34: Art Screen Terminus*



## 4.6.9 Planting Materials

Landscaping is a crucial element of the streetscape. It provides comfort for users, defines areas, creates continuity along the street, and reinforces the theme and vision for the corridor. However, it is important to select correct plants for the streetscape and the parks that provide community gathering places. Plants should be selected based on their low-water use, size, color, and textures. They should also be native to the Colorado Plateau and southwest United States. Care should be taken to limit the use of naturalized species, even those that are native to the United States. These plants should only be chosen if they perform better than a native plant in an urban setting.

The following list consists of recommended Street Trees, Park Trees, Accent Trees, Shrubs, Grasses, and Groundcover. All plants are selected from the Recommended Plant Material for the Flagstaff area and the Flagstaff Fabulous Plants list developed by the Flagstaff Xeriscape Council.



### Street Trees

Street trees should be spaced a minimum of 30 feet on center and rotate species every 10 plants. This is done to avoid monolithic planting and to reduce the chance a disease wipes out the entire street tree planting.

#### 4-1: Street Trees

<i>Acer rubrum</i>	Red Maple
<i>Fraxinus velutina</i>	Velvet Ash
<i>Gleditsia triacanthos var inermis</i>	Honey Locust
<i>Robinia pseudoacacia</i>	Black Locust

### Park Trees

Park trees include street trees, other deciduous trees, and coniferous trees. Each park should have a different character with the



Transit Park being more formal, Linear Park and Festival Park being more natural, and Gateway Park being more urban. The following trees should be used within the parks:

#### 4-2: Park Trees

<i>Acer rubrum</i>	Red Maple
<i>Amelanchier utahensis</i>	Utah Serviceberry
<i>Fraxinus velutina</i>	Velvet Ash
<i>Gleditsia triacanthos var inermis</i>	Honey Locust
<i>Juniperus scopulorum</i>	Rocky Mtn Juniper
<i>Pinus edulis</i>	Pinyon Pine
<i>Pinus ponderosa</i>	Ponderosa Pine
<i>Quercus gambelii</i>	Gambel Oak
<i>Populus alba</i>	White Poplar
<i>Populus tremuloides</i>	Quaking Aspen
<i>Robinia pseudoacacia</i>	Black Locust

### Accent Trees

Accent trees are placed in location, such as the Linear Park Gateway, Linear Park Seating areas, Transit, Festival, and Gateway Park, and select streetscape locations to provide color, texture and scale for these special areas. Accent Trees include:



#### 4-3: Accent Trees

<i>Acer ginnala</i>	Amur Maple
<i>Amelanchier utahensis</i>	Utah Serviceberry
<i>Cercis mexicana</i>	Mexican Redbud
<i>Crataegus species</i>	Hawthorn
<i>Malus sp.</i>	Crabapple
<i>Prunus cerasifera</i>	Flowering Plum
<i>Prunus virginiana</i>	Chokecherry
<i>Pyrus calleryana</i>	Flowering Pear
<i>Populus alba</i>	White Poplar
<i>Populus tremuloides</i>	Quaking Aspen
<i>Pseudotsuga menziesii 'glauca'</i>	Rocky Mtn Douglas Fir

### Shrubs

Shrubs provide screening, spatial definition, and variety to the streetscape. However, they should be used sparingly, mostly in the parks, particularly the Linear Park. They should be selected and sited carefully,



utilizing shrubs that do not exceed 4 feet in height at maturity to maintain visibility into the parks from the street.

**Table 4-4 :Shrubs**

DECIDUOUS SHRUBS	
<i>Buddleia davidii</i>	Butterfly Bush
<i>Barberis thunbergii</i>	Japanese Barberry
<i>Caragana sp.</i>	Siberian Pea Shrub
<i>Chaenomeles sp.</i>	Flowering Quince
<i>Cornus stolonifera</i>	Red-osier Dogwood
<i>Ligustrum aureum</i>	Golden Privet
<i>Philadelphus sp.</i>	Mock Orange
<i>Perovskia atriplicifolia</i>	Russian Sage
<i>Potentilla frutcosa</i>	Bush Cinquefoil
<i>Ribes aureum</i>	Golden Current
<i>Spiraea sp.</i>	Spiraea
<i>Symphoricarpos albus</i>	Snowberry
EVERGREEN SHRUBS	
<i>Buxus micophylla 'koreana'</i>	Korean Boxwood
<i>Cotoneaster congestus</i>	Pyrenees Cotoneaster
<i>Juniperus sp.</i>	Junipers, low growing
<i>Pinus mugo</i>	Mugo Pine



## Groundcovers, Vines, Grasses, and Perennials

These plants provide the understory and stormwater management swale planting for the Linear Park, define spaces within the parks, and provide accent and color to seating areas. They should be selected based on their low water consumption and low maintenance.



**Table 4-5: Groundcovers, Vines, Grasses, and Perennials**

<i>Aquilegia sp</i>	Columbine
<i>Achillea millefolium</i>	Yarrow
<i>Aesclepias tuberosa</i>	Butterfly Milkweed
<i>Berberis repens</i>	Oregon Grape
<i>Calamagrostis x acutiflora</i>	Karl Forester Grass
<i>Clematis pseudoalpina</i>	Virgin's Bower
<i>Coreopsis lanceolata</i>	Coreopsis
<i>Festuca arizonica</i>	Arizona Fescue
<i>Festuca ovina 'Glaucia'</i>	Blue Fescue
<i>Galium odoratum</i>	Sweet Woodruff
<i>Gaillardia pinnatifida</i>	Blanketflower
<i>Helianthus annuus</i>	Sunflower
<i>Hemerocallis sp.</i>	Daylilies
<i>Iberis sempervirens</i>	Candytuft
<i>Iris sp.</i>	Iris
<i>Linum lewisii</i>	Blue Flax
<i>Monarda fistulosa</i>	Bee Balm
<i>Oryzopsis hymenoides</i>	Indian Ricegrass
<i>Oenothera sp.</i>	Primrose
<i>Phlox subulata</i>	Moss Pink
<i>Penstemon sp.</i>	Penstemon
<i>Sedum spruium</i>	Stonecrop
<i>Solidago canadensis</i>	Goldenrod
<i>Sphaeralcea coccinea</i>	Globe Mallow



*Table 4-6: Design Guideline Summary*

Colors	Uses
Light Green	Signs, banners, and furnishings
Yellow	Signs, banners, interpretive elements, and lighting
Red	Signs, transit facilities, pavement markings, and interpretive elements
Brown	Paving, signs, poles, and street furnishings,
Tan	Paving, signs, poles, and street furnishings
Texture	Uses
Smooth	Paving materials and signage
Medium	Street furnishings and accent paving
Rough	Walls, barriers, and accent paving
Paving Material	Uses
Concrete	Sidewalks, major walkways in parks, driveways and plazas
Sandstone	Accent paving bands, spatial delineation, and small plaza
Basalt Cobbles	Accent paving at interpretive art elements
Stabilized DG	Linear Park pathway and minor paths in other parks
Asphalt	Roadways, driveways, bike lanes and bikeways
Street Furnishings	Manufacturer
Benches	Landscape Forms - Neolivian series
Trash Receptacles	Landscape Forms – Lakeside series with Quaking Aspen pattern
Bollards	Landscape Forms – metro 40 “Stop”
Bike Racks	Landscape Forms – ring
Lighting	Manufacturer
Street Lights	Signs, banners, and furnishings
Pedestrian Lights	Kim Lighting – Warp9 series, model number WP9L
Pedestrian Light Poles	Cavawood Architecture Products – 14’ high square straight pole
Accent Lighting	Uplights, in-ground lighting, bollard lights
Walls and Screens	Uses
Monolithic basalt slabs 6-8’ long x 2’ high	Linear Park and Festival Park
30” high basalt veneer	Transit Stops
30” high x 18” wide Stacked basalt	West side of the street at the southwest corner of each intersection
Art Screen	Custom patterns passed on vegetation at the terminus of side streets
Plant Material	Uses
Street Trees	Along streets, parks, and plazas
Park Trees	Parks and plazas
Accent Trees	Parks, plazas, and seating areas
Shrubs	Parks, and plazas
Groundcover, Vines, Grasses, and Perennials	Stromwater demonstration areas, parks, and green streets



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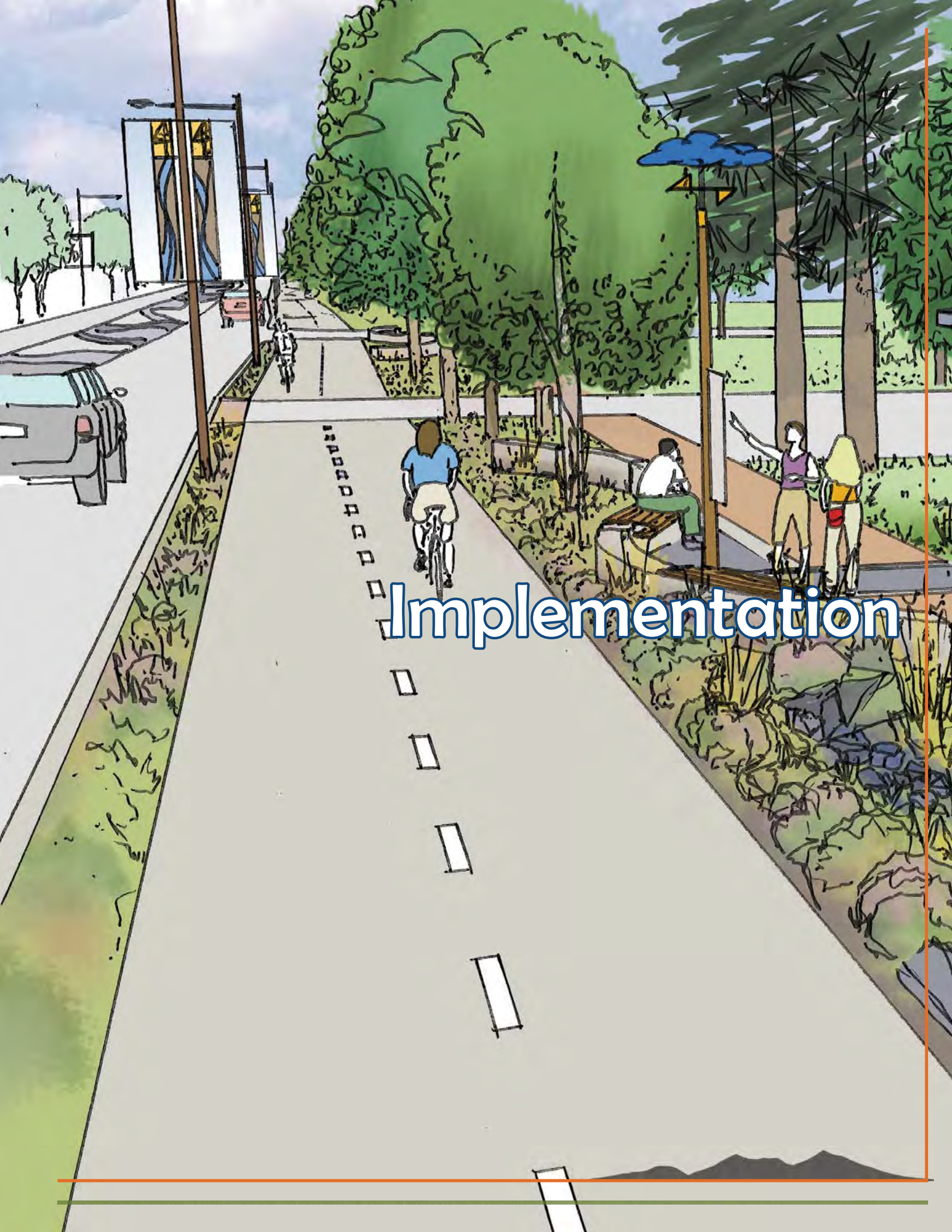
Figure 4-35: Corridor Master Plan





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# Implementation



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# 5.0 Implementation

## 5.1 Introduction

The purpose of the 4th Street Corridor Study – North is to create and install a streetscape improvement plan, developing a pedestrian-friendly environment that helps spur economic vitality within its boundaries. 4th Street is the main street of East Flagstaff. It reflects a civic pride that only thrives with a vital and economically successful urban core that builds on its unique identity. Many cities throughout the western United States have allowed suburban-style development to overwhelm the individual identities of their unique urban areas so that it is nearly impossible to tell one from the other. One strip mall development looks like the other and vehicular movement takes precedence of pedestrians and other modes of transportation. The residents have little loyalty or local focus because the area has become just a bedroom community, not a lifestyle. 4th Street should be different. A successful redevelopment of the corridor will create a lifestyle, a central focus for East Flagstaff, an urban core with a strong sense of place.

## 5.2 Implementation Strategy

Developing a strategy for implementation is an important component of this study. The redevelopment of 4th Street Corridor – North will be a complicated and long-term process. Even in the best of economic times implementation would not take place all at once. With the study being undertaken in the midst of the Great Recession of 2007 – 2010, implementation with scarce public dollars will be even more difficult. However, it is investment in this type of public infrastructure that is critical to future growth within the 4th Street Corridor and the greater Flagstaff area. Investment of this type has been proven over time to help revitalize districts and spur economic development. This type of forward thinking by the City of Flagstaff will help the 4th Street Corridor once again realizing its potential, becoming a destination and a great place to live, work, and play.

Realizing the complexity of the improvements proposed for 4th Street, the implementation strategy is organized based on three main components:

- Improvement Types
- Phasing and Immediate Improvements
- Cost Estimate and Implementation Action Plan

## 5.3 Improvement Types

Part of the implementation strategy is understanding that not all improvements are the same. Several challenges, constraints, and coordination issues influence how and when improvements can be implemented. Understanding these and organizing implementation around them will help redevelopment begin and continue with as little interruption as possible. As such, we have organized the improvements into the following five categories:

- Public Improvements within the Right-of-Way
- Public Improvements Requiring Minor Right-of-Way Purchase
- Improvements Requiring Easements or Substantial Right-of-Way Purchase
- Improvements Requiring Property Purchase and Demolition of Buildings
- Public-Private Partnership Improvements

### 5.3.1 Public Improvements within Right-of-Way

The least challenging but most expensive of improvements are public improvements within the Right-of-Way. They are the easiest to implement since the City has control over when and how they are installed. However, they do require interagency coordination and an approval process which can make construction a longer term process. These improvements include:

- Town Place and Office Parkway Roadway Improvements. Improvements include: street resurfacing and striping, utility improvements and relocations, median treatments, curbs, sidewalks within the Right-of-Way, paths, bicycle lanes, planting, transit shelters, street furnishings, lighting, and signage.
- Gateway Plaza Improvements. Improvements include: sidewalks, special paving areas, planting, signage, entry features, site furnishings, lighting, and public art. (Note: improvements shown on the concept plan require ADOT vacating the City owned property)

### 5.3.2 Public Improvements Requiring Right-of-Way Purchase

Implementing public realm improvements within a street corridor often require purchasing right-of-way where additional space is required to fit full improvements.



The 4th Street Corridor is no different. There are several locations along the length of the corridor where minor amounts of right-of-way will be needed to install the improvements as shown on the concept plan. If right-of-way cannot be purchased in some locations, there may be options, such as narrowing a planting strip or sidewalk, to keep improvement within the Right-of-Way.

In addition to purchasing right-of-way for installation of improvements, it is anticipated Temporary Construction Easements (TCE) will also be required.

Table 5-1 and 5-2 contain a list of Right-of-Way purchase and Temporary Construction Easements required to implement improvements along the length of the corridor.

### 5.3.3 Improvements Requiring Easements or Substantial Right-of-Way Purchase

Several of the connectivity improvements shown on the concept plan require the development of easements or purchase of substantial right-of-way. These include sidewalk connections along existing side streets, mid-

block sidewalk improvements along property lines, and new street connections. The following are locations where easements or substantial right-of-way purchase are required:

- King Street Extension between 4th Street and King Street – purchase
- Pedestrian walkway from 4th Street to King Street between Sonic and Roof Dancers – easement
- Greenlaw Lane between 4th Street and King Street – purchase
- Pedestrian walkway from 4th Street to 3rd Street between First Credit Union Bank and 2506 N. 4th Street – easement
- Rose Avenue Extension from 4th Street to King Street – purchase
- 4th Avenue Extension from 4th Street to Post Office Road – purchase

Table 5-3 lists a preliminary opinion of probable cost estimates for improvements requiring easements or substantial right-of-way purchases and are rolled into the overall estimate listed in Section 5.6.

**Table 5-1: Right-of-Way Purchase**

East Side	West Side
193' south of 3rd Avenue north to 232' north of 3rd Avenue	46' north of 2nd Avenue north to the southwest corner of 3rd Avenue
Southeast corner of 4th Avenue	50' north of 3rd Avenue north to the southwest corner of 4th Avenue
Northeast corner of 4th Avenue north to southeast corner of 6th Avenue	54' north of 4th Avenue north to the southwest corner of 5th Avenue
Northeast corner of 7th Avenue north approximately 150'	48' north of 5th Avenue north to southwest corner of 6th Avenue
44' approximately 115' south of Felice Avenue	135' south of Rose Avenue north to southwest corner of Rose Avenue
42' approximately 88' north of Dortha Avenue	Northwest corner of Felice Avenue
Southeast corner of Lockett Road	Southwest corner of Cedar Street west approximately 335'
	Northwest corner of Cedar Street west approximately 385'

**Table 5-2: Temporary Construction Easement**

East Side	West Side
232' north of 3rd Avenue north to the southeast corner of 4th Avenue	Southwest corner of 3rd Avenue
19' south of Dortha Avenue north approximately 110'	Southwest corner of 4th Avenue
340' south of Lockett Road north approximately 130'	130' north of 6th Avenue north approximately 865'
	54' north of Rose Avenue north approximately 235'
	Southwest corner of Felice Avenue
	42' north of Felice Avenue north approximately 560'
	Southwest corner of Dortha Avenue
	Northwest corner of Dortha Avenue
	48' north of Dortha Avenue north approximately 542'



### 5.3.4 Improvements Requiring Property Purchase and Demolition of Buildings

The intersection improvements at Cedar Avenue/Lockett Road and 7th/6th Avenue and the development of the open space created by each of these alignments require the purchase of several properties, right-of-way, and the demolition of multiple buildings to implement. Because this will require negotiation between the City and property owners, it is anticipated the conceptual design improvements shown at these locations will take the longest. As such, these would most likely be the last improvements implemented within the corridor as discussed in Section 5.4.

**Table 5-3 Right-of-Way Purchase**

East Side	West Side
King Street Extension	\$1,410,750.00
Pedestrian walkway between Sonic and Roof Dancer	\$546,400
Greenlaw Lane	\$1,330,920.00
Rose Avenue Extension	\$1,362,975.00
Pedestrian walkway between First Credit Union Bank and 2506 N. 4th Street	\$218,550
4th Avenue Extension	\$1,410,750.00

### 5.3.5 Public-Private Partnership Improvement

The concept plan recommends several improvements on private property that while not necessary for

implementation of the overall concept within the existing right-of-way, or purchased right-of-way, would be mutually beneficial for the overall corridor and the private property owners. These include removal of parking or vehicular circulation within the right-of-way, parking lot reconfiguration, landscape improvements, decorative parking lot paving, and sidewalk connections. It is recommended that the City work with the private property owners through a public private partnership (PPP) to develop these improvements. The partnership could be limited to private property owners deeding right-of-way to the City for 4th Street Corridor streetscape improvements as shown on the concept plan in exchange for driveway consolidation and reconfiguration of parking lots to a more complicated PPP such as lease back options for renovation or redevelopment of property.

Each of the properties requiring partnership between the City and private property owners is listed in the incremental implementation plan outlined in Section 5.6 with a suggested strategy for the improvements. As stated, these are suggested methods and it is anticipated the City would develop the best method for partnering with each individual private property owners and developers for these improvements.

A preliminary opinion of probable cost estimate was developed for each of the improvements requiring property purchase and rolled into the overall estimate listed in Section 5.6. Summary costs for each of the Public Private Partnership improvements are shown in Table 5-4.

**Table 5-4 Public Private Partnership Improvements**

Property	Improvements	Cost
Coconino Community College	Parking lot reconfiguration and striping, sidewalk connections, roadway improvements, landscaping, Linear Park enhancements, and stormwater demonstration garden.	\$453,940.00
2705 and Dahl Professional Plaza	Remove existing onsite parking that requires circulation within public right-of-way and develop plaza or open space with connections to 4th Street Corridor improvements. (Note: parallel parking provided in lieu of onsite parking.)	
Big Lot Shopping Center	Driveway consolidation, parking lot reconfiguration and striping, sidewalk connections, roadway improvements, landscaping, Linear Park enhancements, and decorative paving.	\$1,142,298.00
Greenlaw and Pine Grove Shopping Centers	Driveway consolidation, parking lot reconfigurations, sidewalk connections, landscaping, decorative paving, and stormwater demonstration garden.	\$1,142,298.00
The Lite Company	Remove existing onsite parking that requires circulation within public Right-of-Way and develop plaza or open space with connections to 4th Street Corridor improvements. (Note: parallel parking provided in lieu of onsite parking.)	
Canyon Chapel	Remove existing onsite parking that requires circulation within public right-of-way and develop plaza or open space with connections to 4th Street Corridor improvements. (Note: parallel parking provided in lieu of onsite parking.)	
Flagstaff Farmers Market	Driveway consolidation, parking lot reconfiguration and striping, sidewalk connections, landscaping, and decorative paving. (Note: additional parking provided via parallel parking on 4th Street.)	\$66,923.00



## 5.4 Phasing

A phased approach to implementation of the 4th Street Corridor improvements has been developed for this study. This approach organizes the improvements based on types of implementation constraints, cost, and achievability. Six phases have been developed for the project, they are as follows:

- Phase 1 – Gateway Plaza
- Phase 2 – Market Place Roadway and Sidewalk Improvements
- Phase 3 – Cedar Avenue/Lockett Road Intersection Improvements and Transit Center Park Development
- Phase 4 – Office Green Roadway, Sidewalk, and Linear Park Improvements
- Phase 5 – 7th/6th Avenue Intersection Improvements and Festival Park Development

A preliminary opinion of probable cost estimate was developed for each phase and rolled into the overall estimate listed in Section 5.6. Summary of the costs per phase is listed in Table 5-5.

**Table 5-5 Phasing Cost**

Phase	Item	Cost
1	Demolition and Removals	\$69,810
	Improvements	\$505,260
	Aquisition, Conditions, & Contingencies	\$230,028
	<b>Total</b>	<b>\$805,098</b>
2	Demolition and Removals	\$675,833
	Improvements	\$1,787,451
	Aquisition, Conditions, & Contingencies	\$985,313
	<b>Total</b>	<b>\$3,948,972</b>
3	Demolition and Removals	\$1,010,944
	Improvements	\$2,990,812
	Aquisition, Conditions, & Contingencies	\$2,101,832
	<b>Total</b>	<b>\$6,103,588</b>
4	Demolition and Removals	\$586,598
	Improvements	\$832,220
	Aquisition, Conditions, & Contingencies	\$1,898,247
	<b>Total</b>	<b>\$3,317,065</b>
5	Demolition and Removals	\$485,664
	Improvements	\$1,016,846
	Aquisition, Conditions, & Contingencies	\$2,462,929
	<b>Total</b>	<b>\$3,965,439</b>

## 5.5 Immediate Improvements

In addition to the phases listed above, which include improvements with larger costs, this implementation strategy also suggests that a series of high-impact low-cost immediate improvements be incorporated into the Implementation Strategy. These are improvements that can illustrate commitment from the City to the project and show the community that change is coming. They can be accomplished relatively quickly and provide noticeable improvements to the entire corridor. Suggested improvements include:

- Banners
- Vehicular and Pedestrian Directional Signage
- Wayfinding Signage
- Pedestrian Activated Signal at Felice Avenue
- At-grade Median Treatments and Lane Restriping
- Minor Driveway Consolidation

## 5.6 Cost Estimate and Implementation Action Plan

Understanding the cost of a project and developing an implementation plan are critical for a successful project. Actions and accomplishments are the results of a successful 4th Street Corridor – North Plan. Achievement of results is best measured through a mandatory Implementation Action Plan. Setting specific projects and methods for successfully carrying out the Redevelopment Plan will allow the City of Flagstaff to mesh its capital budget with the 4th Street Corridor needs. Such planning ensures programs are put in place on a scheduled and measurable basis. The Implementation Action Plan outlined in this section identifies steps needed for implementation, allows for annual reviews, and creates measurements for ensuring the plan remains fresh at all times. The City can reprioritize improvements, moving them from one time period to another and adding or deleting priorities on a systematic basis.

### 5.6.1 Cost Estimate

As part of the conceptual plan, a preliminary opinion of probable cost estimate was developed. The cost estimate utilized 2009 and 2010 bid tabulations from several projects including recent Flagstaff construction, ADOT roadway improvements, and pedestrian improvement projects in both Flagstaff and the Phoenix Metropolitan area.



**Table 5-6 Cost Estimate**

Item Description	Quantity	Unit	Cost	Total
Removal of Concrete Curb and Gutter	11,387	L.FT.	\$6.00	\$68,322.00
Removal of Concrete Sidewalks	46,286	SQ.FT.	\$3.00	\$138,858.00
Removal of Asphaltic Concrete Pavement	47,462	SQ.YD.	\$5.00	\$237,310.00
Remove Concrete Driveway	68	EACH	\$750.00	\$51,000.00
Remove Trees	126	EACH	\$350.00	\$44,100.00
Relocate Traffic Signal Location	2	L.SUM	\$100,000.00	\$200,000.00
Relocate Fire Hydrant	10	EACH	\$3,000.00	\$30,000.00
Relocate Catch Basin	22	EACH	\$12,000.00	\$264,000.00
Relocate (add) Signage	1	L.SUM	\$58,000.00	\$58,000.00
Relocate Business Sign	20	EACH	\$2,000.00	\$40,000.00
Demolish and Building Removal	7	EACH	\$40,000.00	\$280,000.00
Remove (Shrubs and Planting Material)	1	L.SUM	\$95,000.00	\$95,000.00
Misc. Utility Relocations	1	L.SUM	\$405,000.00	\$405,000.00
Misc. Removals	1	L.SUM	\$150,000.00	\$150,000.00
Reshaping and Grading Existing Improvements	1	L.SUM	\$82,000.00	\$82,000.00
Bus Shelter	10	EACH	\$30,000.00	\$300,000.00
Prepare Subgrade	39,534	SQ.YD.	\$10.00	\$395,340.00
Asphalt Concrete and A.B.C. (4"/8")	39,534	SQ.YD.	\$30.00	\$1,186,020.00
Permeable Sidewalk Pavers	6,292	SQ.FT.	\$12.00	\$75,504.00
Reset Frame and Cover for Manhole	29	EACH	\$1,200.00	\$34,800.00
Furnish and Install Temporary Traffic Control Devices	1	L.SUM	\$270,000.00	\$270,000.00
Reset Frame and Cover for Valve Box	27	EACH	\$500.00	\$13,500.00
Concrete Curb and Gutter	13,692	L.FT.	\$18.00	\$246,456.00
Commercial Driveways	29	EACH	\$1,200.00	\$34,800.00
Concrete Sidewalk	70,366	SQ.FT.	\$7.00	\$492,562.00
Decorative Sidewalk	67,182	SQ.FT.	\$9.00	\$604,638.00
Brick Pavers	1,255	SQ.FT.	\$8.00	\$10,040.00
FUTS Trail	23,410	SQ.FT.	\$7.00	\$163,870.00
Concrete Sidewalk Ramp	77	EACH	\$1,500.00	\$115,500.00
Asphalt Decorative Paving (Medians)	21,416	SQ.FT.	\$3.00	\$64,248.00
Median Paving (Concrete)	1,520	SQ.FT.	\$15.00	\$22,800.00
Striping	1	L.SUM	\$87,000.00	\$87,000.00
Seating/ Retaining Wall	2,275	L.FT.	\$70.00	\$159,250.00
Street Light	90	EACH	\$3,000.00	\$270,000.00
Pedestrian Light	45	EACH	\$2,000.00	\$90,000.00
Benches	127	EACH	\$500.00	\$63,500.00
Community Art	1	L.SUM	\$125,000.00	\$125,000.00
Bio-Swale	1,000	SQ.FT.	\$20.00	\$20,000.00
Landscape Areas (Shrubs, bushes, plants, etc.)	50,325	SQ.FT.	\$10.00	\$503,250.00
Landscape Trees	498	EACH	\$750.00	\$373,500.00
Irrigation System	1	L.SUM	\$490,000.00	\$490,000.00
Reset Survey Monument	8	EACH	\$2,000.00	\$16,000.00
Miscellaneous Work (Public Notification of Project)	1	L.SUM	\$19,000.00	\$19,000.00
Miscellaneous Work (Project As-Built)	1	L.SUM	\$62,500.00	\$62,500.00
SWPPP	1	L.SUM	\$70,000.00	\$70,000.00
Construction Surveying and Layout	1	L.SUM	\$340,000.00	\$340,000.00
<b>Construction Sub-Total</b>				<b>\$8,862,668.00</b>
Commercial Real Estate Acquisition	3	EACH	\$550,000.00	\$1,650,000.00
Residential Real Estate Acquisition	3	EACH	\$250,000.00	\$750,000.00
Right-of-Way Acquisition	56,980	SQ.FT.	\$35.00	\$1,994,300.00
Mobilization (5%)				\$443,133.40
Construction Engineering (10%)				\$886,266.80
Construction Contingency (20%)				\$1,772,533.60
<b>Total Estimated Construction Costs</b>				<b>\$16,358,901.80</b>



## 5.6.2 Implementation Action Plan

Implementation is the key to a successful project and developing a strategy that puts in place accountable implementation measures ensuring a project has the best chance for moving forward. For this project each implementation measure is written in a manner that either specifies a metric or measure for an accomplishment or a time-period in which the measure is to be accomplished with details left to the City or appropriate responsible agency. This Implementation Action Plan is designed to be used on a regular basis, particularly during budget creation and capital improvement planning to ensure success.

### 5.6.3 Measureable Timelines

Implementation measures form four measurable timelines:

- “Ongoing” means that the implementation requirement applies on a regular basis when applications are reviewed or activities proposed fall under the purview of City Agencies.

- “Immediate” means the implementation requirement shall be accomplished within the first 12 months following adoption of the plan.
- “Short-term” means the implementation requirement shall be accomplished within the first two years following the adoption of the plan.
- “Mid-term” means the implementation requirement shall be accomplished within a horizon of three to five years into the future.
- “Long-term” means the implementation requirement shall be accomplished beginning five years in the future.

*Table 5-6 Implementation Action Plan*

Project Action	Ongoing	Immediate	Short-term	Mid-term	Long-term	Responsibility
<b>Project Administration</b>						
Annual report to City Council	X					Community Design and Redevelopment
Amendment to 4th Street Corridor Implementation Action Plan	X					Community Design and Redevelopment
Review all development / redevelopment applications within project limits for conformance with 4th Street Corridor Concept	X					Community Design and Redevelopment
Prepare and adopt a marketing plan to specifically define and brand the corridor	X					Economic Development
City to take lead in creating community activities within the corridor to celebrate 4th Street Corridor's unique history	X					Community Design and Redevelopment
<b>Immediate Improvements</b>						
Develop project budget and obtain approval from City Council for a Banner program		X				Economic Development
Issue RFQ and hire consultant to design and install banners		X				Economic Development
Develop project budget and obtain approval from City Council for a vehicular and pedestrian directional signage and wayfinding signage program		X				Economic Development
Issue RFQ and hire consultant to design vehicular and pedestrian directional signage and wayfinding signage		X				Engineering Department



**Table 5-6 Implementation Action Plan**

<b>Project Action</b>	<b>Ongoing</b>	<b>Immediate</b>	<b>Short-term</b>	<b>Mid-term</b>	<b>Long-term</b>	<b>Responsibility</b>
Develop scope and issue request for proposal for traffic study to warrant pedestrian activated signal at Felice Avenue		X				Engineering Department
Hire consultant to conduct a study to warrant pedestrian activated signal study at Felice Avenue		X				Engineering Department
Install pedestrian activated signals at Felice Avenue			X			Engineering Department
Develop scope and issue request for proposal for design and engineering services to develop at-grade median treatments and lane restriping		X				Engineering Department
Hire consultant to develop design and engineering documents for at-grade median treatment		X				Engineering Department
Install at-grade median treatments			X			Engineering Department
Identify five driveways which could be consolidated as a pilot project for Public Private Partnership		X				Community Design and Redevelopment
Work with Private entities to consolidate driveways		X				Community Design and Redevelopment
<b>Phase 1 – Gateway Plaza</b>						
Identify project budget and obtain approval from City Council		X				Community Design and Redevelopment
Develop scope and issue request for proposal for design and engineering services		X				Community Design and Redevelopment
Hire design and engineering consultant			X			Engineering Department
Construct Gateway Plaza			X			Engineering Department
<b>Phase 2 – Town Place Roadway Improvements</b>						
Identify project budget and obtain approval from City Council			X			Community Design and Redevelopment
Develop scope and issue request for proposal				X		Engineering Department
Establish Public-Private Partnership program for driveway consolidation and improvements outside right-of-way		X				Community Design and Redevelopment
Hire design and engineering consultant				X		Engineering Department
Identify right-of-way and temporary construction easements needed for improvements			X			Engineering Department
Purchase right-of-way and temporary construction easements				X		Economic Development
Develop scope and issue request for proposal for traffic study to warrant pedestrian activated signal at 4th Avenue and 4th Street		X				Engineering Department



**Table 5-6 Implementation Action Plan**

Project Action	Ongoing	Immediate	Short-term	Mid-term	Long-term	Responsibility
Hire consultant to conduct study to warrant pedestrian activated signal study at 4th Avenue and 4th Street			X			Engineering Department
Construct Market Place Roadway Improvements				X		Engineering Department
<b>Phase 3 – Cedar Avenue/Lockett Road Intersection Improvements and Transit Center Park</b>						
Identify project budget and obtain approval from City Council			X			Community Design and Redevelopment
Develop scope and issue request for proposals			X			Engineering Department
Hire design and engineering consultant				X		Engineering Department
Establish Public-Private Partnership program for driveway consolidation and improvements outside right-of-way			X			Community Design and Redevelopment
Begin negotiation with private property owners on purchase of property required to develop improvements			X			Community Design and Redevelopment
Purchase property				X		Economic Development
Identify additional right-of-way and temporary construction easements needed for improvements			X			Engineering Department
Identify right-of-way required for King Street extension			X			Engineering Department
Purchase right-of-way and temporary construction easements required for improvements				X		Economic Development
Purchase right-of-way required for King Street extension				X		Economic Development
Install Cedar Avenue/Lockett Road Intersection Improvements and Transit Festival Park				X		Engineering Department
<b>Phase 4 – Office Parkway Roadway Improvements</b>						
Identify project budget and obtain approval from City Council (include warrant study for Felice Avenue signalization)				X		Community Design and Redevelopment
Develop scope and issue request for proposals					X	Engineering Department
Establish Public-Private Partnership program for driveway consolidation and improvements outside right-of-way				X		Community Design and Redevelopment
Hire a design and engineering consultant					X	Engineering Department
Identify right-of-way and temporary construction easements needed for improvements					X	Engineering Department
Identify right-of-way requirements for Greenlaw Lane and Rose Avenue extensions					X	Engineering Department



**Table 5-6 Implementation Action Plan**

<b>Project Action</b>	<b>Ongoing</b>	<b>Immediate</b>	<b>Short-term</b>	<b>Mid-term</b>	<b>Long-term</b>	<b>Responsibility</b>
Purchase right-of-way and temporary construction easements for Phase 3 improvements				<b>X</b>		Economic Development
Purchase right-of-way for Greenlaw Lane and Rose Avenue					<b>X</b>	Economic Development
Construct Office Park Roadway Improvements					<b>X</b>	Engineering Department
<b>Phase 5 – 6th/7th Avenue Intersection Improvements and Central Park</b>						
Identify project budget and obtain approval from City Council					<b>X</b>	Community Design and Redevelopment
Develop scope and issue request for proposals					<b>X</b>	Engineering Department
Hire design and engineering consultant					<b>X</b>	Engineering Department
Establish Public-Private Partnership program for driveway consolidation and improvements outside right-of-way				<b>X</b>		Community Design and Redevelopment
Begin negotiation with private property owners on purchase of property required to develop improvements				<b>X</b>		Community Design and Redevelopment
Purchase property					<b>X</b>	Economic Development
Identify additional right-of-way and temporary construction easements needed for improvements				<b>X</b>		Engineering Department
Identify right-of-way required for 4th Avenue extension				<b>X</b>		Engineering Department
Purchase right-of-way and temporary construction easements required for improvements					<b>X</b>	Economic Development
Purchase right-of-way required for 4th Avenue extension					<b>X</b>	Economic Development
Install 6th/7th Avenue Intersection Improvements and Central Park					<b>X</b>	Engineering Department



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An aerial perspective architectural rendering of a city street scene. A river flows diagonally from the top left towards the center. On the left bank, there's a row of green trees and a sidewalk with pedestrians. On the right bank, there's a parking lot with several cars (red, blue, black, white), a bus, and a large green area with many trees. In the background, there are several rectangular buildings. The word "Appendices" is written in a large, blue, sans-serif font across the middle of the image. The overall style is a hand-drawn architectural sketch with color washes.

# Appendices



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# Appendix A - Public Outreach Process: Design Dialogue One Summary

## A.1 Design Dialogue One Structure

Otak held Design Dialogue meetings with City staff, stakeholders and the public over the span of September 1st and 2nd, 2009. The purpose of the Design Dialogue Workshops is to gather information, identify key issues and considerations, evaluate key project goals, review relevant case studies and develop an overall vision for the corridor. Each workshop session focuses on the specific interests and concerns of individual groups. The following groups were invited to attend this first Workshop:

### A.1.1 City Staff

- Traffic and Transportation
- RMPO
- Fire and Emergency
- Police
- Community Development/Planning
- Public Works
- City Commissions

### A.1.2 Community Services

- Flagstaff Junior Academy
- Apostolic Lighthouse of Flagstaff, Inc.
- Coconino County Board of Supervisors
- Farmers Market
- Literacy Volunteers
- Coconino Community College
- Nonprofit Resource Center of Northern AZ
- Flagstaff Unified School District
- Flagstaff First Assembly
- Killip Elementary School
- Peace Lutheran Church and School
- Mount Elden Middle School
- Flagstaff Church of Religious Science
- East Flagstaff Community Library
- St. Pius Catholic Church
- New Song Worship and Ministry Center
- North Country Community Health Center
- New Testament Christian Church
- Coconino High School
- Lamb of God Bible Church
- Trinity Heights United Methodist Church
- Puente de Hozho

- United Way
- New Horizon Christian Academy
- Northern Arizona Interfaith Council
- Mountain English Spanish Academy
- Coconino County Health Department

### A.1.3 Safety Traffic

- ADOT
- Northern Arizona Intergovernmental Public Transportation Authority
- Flagstaff Fire Department
- Guardian Medical Transport
- Flagstaff Metropolitan Planning Organization

### A.1.4 Community

- Business Community
- Neighbors

### A.1.5 General Public

- Residents of Flagstaff

## A.2 Design Dialogue One Goals and Questions

The goal of the meetings was to gather input and information while discussing the vision and overall strategy. Five main questions were asked of every group.

- Dislikes
- Likes
- Description of Corridor Today
- Vision for the Future of the Corridor
- What Else?

## A.3 Responses

### A.3.1 City Staff - Traffic and Transportation, RMPO, Fire and Emergency, Police and Others

#### Dislikes

- Issues with pedestrians, safety and crossing improvements are needed
- Between Route 66 and Cedar there is only one legal place to cross the street
- Land uses don't support natural crossing locations / east - west connections
- East side land uses don't read well; residential to commercial areas don't inter-relate; street grid issues,



- building arrangement issues, connectivity issues
- East side/west side do not correlate - poor correlation, hodge podge of uses and spatial issues
- Random uses, parking lots function as frontage roads, too many access/driveways, pedestrians can't cross, south end crossings needed
- Fair amount of pedestrian activity from Circle K to library
- Yes, a Safe Routes to Schools program exists here
- Parking issues at the mortuary and at Farmers Market (also cut through concerns due to congestion on 66 - at jewelers too, across from the market)
- Parking too close to pedestrian areas
- Neighborhood cut through traffic is a problem

### *Likes*

- Not sure
- Eclectic uses, cultural diversity
- Mix of uses
- Great views southbound of Flagstaff and surrounding area and northbound (beyond Cedar) of San Francisco peaks
- Greenlaw plaza structure/residential area - interesting, intriguing place

### *Description of the Corridor Today*

- It's a "way to get through" that is how most people think of it
- Good businesses - especially at Greenlaw Plaza
- Old part of Flagstaff
- North-south corridor with some unique aspects
- Hodge podge, unattractive, needs help
- Has become run down through the years
- Hectic and utilitarian - functional - and this is not a compliment
- I agree with that
- Sad - lack of investment and planning
- Access to southside/Sunnyside area - intriguing area and history is interesting
- Old and run down
- Depressed
- Serves as access to neighborhoods
- Dated, but business/economic incubator - a lot of small businesses start out here
- Good affordability for businesses
- Its not a hub/it's a place to move through
- Businesses to send people to but....there are a lot of crime issues

- We just opened a law enforcement office there - satellite; police on bikes, increased staffing and "Weed and Seed" program have helped; crime is trending down over last ten years
- Not artistic, not inviting

### *Vision for the Future of the Corridor*

- Vacant storefronts and rundown areas are gone/improved
- Sidewalks throughout
- Kmart plaza redeveloped
- Better left turn capabilities
- Better traffic flow (6th Street intersection in particular)
- 4th Street becomes a hub (instead of a pass through)
- Better connectivity of feeder roads - things lining up better
- New buildings and frontage improvements
- Fix up businesses
- See this as a commercial corridor
- Should not be strictly commercial, lots of opportunities for mixed use (T2/T4 type uses) retail below residential 2 to 3 stories
- Gentrification - pedestrian facilities, street trees, traffic calming
- Need something to jump-start redevelopment
- I agree wholeheartedly
- First redevelopment project out of DRB process is completed
- Key crossings and longitudinal pedestrian connections
- Institutional focus / office
- A hub is established
- Vibrant businesses
- Safe environment
- Aesthetically pleasing
- Maintain traffic flow - balanced with upgrades
- No more undesirable businesses
- Upgrade businesses
- Better streetscaping
- Redevelop 7th and 4th - this is a 100 percent location
- I think this should be a six lane arterial since it is one of the few north south corridors we have
- Road redevelopment with bike lanes and pedestrian facilities
- Roundabouts? Difficult for pedestrians, but keep traffic flowing



### *What Else?*

- Financing for project? Need to explore all opportunities.
- Maintainability
- Incentivizing private property owners to redevelop or relocate - need to study options and opportunities
- Options to increase right of way with redevelopment
- FMPO Transportation network - this is one of the few north-south corridors going no where - up and over Cedar Hill
- Demand for 30 K ADT in the future projections
- Opportunities for other north-south corridors are few/none really exist
- Possibly Country Club could punch through to Lockett and Cedar - but it would need improvements then
- West Street / Isabelle - considerable costs to upgrade these due to railroad and drainage issues
- Snow removal policy: is that City removes snow in right-of-way; not the responsibility of private property owners
- Tourist destination routes are more of an issue/ problem with snow removal than this street
- Snow goes within the curbs in bike lanes or traffic lanes are narrowed; not on sidewalks
- This is a primary response route for fire/emergency with a new facility coming on line, we are worried about ability to get through quickly (Fire and Emergency services) - would like to be able to fly through
- Traffic increases a little during the school year/winter time, access to school events
- Queuing issues at school during pick-up time/ often use Library for queuing at this time

### **A.3.2 City Staff - Community Development/ Planning**

#### *Dislikes*

- Don't like the buildings/positioning of buildings
- Middle turn lane is horrible - dangerous with oncoming traffic issues
- No place for pedestrians to cross; missing sidewalk segments
- 7th Avenue right hand turn causes people to run across the street
- Lack of bus stops; stops are not well marked or utilized; no shelters
- A lot of people just drive through but don't go there

much

- Difficult for pedestrians to cross
- A lot of parking is available along street, this and the expanse of pavement visually propels speeds; people drive by quickly and they don't see the businesses
- Too much asphalt
- Lack of character/identity or connection to the neighborhood
- Vast majority of homes are rental - lack of full time residential area and lack of local routine and habit of using 4th Street businesses for shopping and services - a better mix of housing is needed more rooftops to support the businesses
- Residential areas just beyond 4th- a lot of children trying to cross the street to get to and from school, safety is a concern
- Unwelcoming feel, unattractive, sea of asphalt, traffic is speeding by
- It is hard to turn left

#### *Likes*

- There are some good businesses that draw me there - UPS Store, Farmers Market, Fratellis, Tortilla Lady, etc., Big Lots
- Also community college, YMCA at Killip Elementary and other civic uses
- North Country is a nice site - nicely developed
- I can see a lot of potential! That is what I like the most.
- Neighborhood - please bring back Hastings on the East Side- books, video (left after roof collapsed)
- Habitat Restore is a great place- home improvements
- Latin/Spanish culture
- Unique activity center
- If it were a better place to go, I would go there - good location to get to in town; faster to get there than other places
- CCC is conveniently located there too
- Sunnyside / 4th street area has the potential to be the only walkable neighborhood to have all services and amenities...but there are not enough crosswalks and sidewalks! People can't walk.

#### *Description of the Corridor Today*

- Not much good to say about it; a few good businesses and the campus are worth looking at, but not really a lot of character
- By looking at this corridor, you can see what work



still needs to be done in Flagstaff

- I wouldn't direct people there - but would describe as eclectic, under utilized, lots of potential
- I wouldn't direct people there either - but there is a unique, interesting meats shop
- Uses lack distinction, scary bars "Redwood" not good places
- Wide street with seas of parking lots on either side.
- It's a good place for a parade
- No rhyme, reason or coordination is apparent

### ***Vision for the Future of the Corridor***

- Would like to see shared parking
- Enhanced transit service
- Transit stop improvements/shelters
- Not off the shelf shelters - nicely designed; artistic
- Activity center - create a pedestrian realm here first, then shops and businesses will continue to come here and thrive....boutique shops and land uses, restaurants, etc.
- A reinvestment program is really needed
- Louisville example mentioned- financial backing for businesses to get some architectural services and improvements
- Sunnyside neighborhood is represented - neighborhood gateways
- Make sure sidewalks are wide enough and separated from the street (not at the back of the curb)
- Adaptive reuse
- Sense of arrival / sense of identity and neighborhood connectivity
- History of the people needs to become better known
- "Neighborhood" corridor - its important to learn what the neighborhood would like to see - it's their main street and the heart of their neighborhood
- Improvements are not limited to the right-of-way
- Fewer curb cuts/driveways
- Coordinated destination points
- Narrower visual corridor
- Wider sidewalks, continuous sidewalks
- Interesting, attractive details and features - visual appeal and interest
- If these things happened and it felt safe and was not too noisy, I would live there
- Similar to Downtown with on-street parking, nice sidewalks, buildings along street with parking behind, more trees, and shade
- Within the right-of-way I would like to see

planted medians, more walkability, neighborhood connections to retail, alley systems, buildings forward with parking behind

- Let the neighborhood shape the character
- The landscape / planting palette should reflect this place/setting
- Slow traffic, medians, on-street parking, mixed use, traffic calming measures, more density and height, nice landscaping and streetscape improvements, good example for sustainability

### ***What Else?***

- Why are we limited to current right-of-way - may need to suggest to Council that an extension of right of way is needed
- Need to think of the transportation network here as not just cars - but also bike routes, walking, transit routes, etc.
- Need to look at utility infrastructure, water, sewer and other services - can utilities support types of uses and density envisioned?
- How does this study relate to the other part of 4th street? There should be coordination between the two projects.
- Is there a need for a civic place like Heritage Square? A place for outdoor activities/plaza area
- Yes - I agree I think there is a need for a Heritage Square type place
- 4th Street is an important connector to neighborhoods and beyond; how would narrowing affect commuter traffic. How do we balance the need to provide THROUGH flow with the need to create a "TO" destination. To and through need to balance
- Remember to consider the connections to other neighborhoods beyond Sunnyside, Greenlaw, Swiss Manor, etc.
- Keep permanent, long-term residents input and comments in mind versus shorter term residents

### ***A.3.3 City Staff - Public Works and City Commissions***

#### ***Dislikes***

- Middle turn lane too dangerous
- Discontinuous sidewalks
- Lack of vegetation/green
- A lot of businesses have left
- Short cut traffic / need traffic slowing and calming; at school site and other locations



- Pedestrian issues/problems
- Poor sustainability
- Traffic - street seems too wide for amount of traffic that is there
- There is a need for revitalization
- Lack of vegetation
- Ugly duckling - unattractive, underwhelming, needs new design, there are oceans of parking
- Not pedestrian-friendly
- There are small things that can be done that would make a big improvement (sidewalks, native stone and brick, Flagstaff signature look, beautiful native vegetation here)
- Safety problems
- No place to put the snow
- No room for bicycles, pedestrians darting across street - need logical, intuitive crossing points
- Parking is overwhelming - no sidewalks or areas to walk are not clear
- Intimidating to understand how to get around
- Too much pavement, not broken up with green enough
- Signage on the west side is too much; too detailed; can't process it
- Green fenced area?
- Need gateways and a sense of welcome
- Property at Route 66 - City owns it; ADOT is leasing the land for a shop, shipping containers
- Unpredictable access due to so many curb cuts/driveways
- Lack of fluidity, disjointed, disconnected
- Not pedestrian or bicycle friendly - not utilized for walking and bicycling as well as it should be
- Too wide / speeds are too fast
- Lack of traffic calming
- Under utilized - but incredible potential
- Poor economic display
- Needs its own image/character
- Business into residential transition is very abrupt/confusing
- Pedestrian accessibility needed
- Complete street idea is needed here

### *Likes*

- Views / viewsheds (4th Street Bridge heading north - there is a stunning view of the San Francisco Peaks; views to peaks on the upper part of 4th too (need code restrictions on height of new development in

vicinity of Route 66)

- The potential to create something dynamic at the corner of Route 66, near Farmers Market - creating a point of pride for Sunnyside neighborhood - a pedestrian bridge across Route 66 could be integrated with a gateway/arch feature, native stone elements / both sides, existing 4th street bridge can be touched up
- Potential for revitalization
- Some good businesses there
- Narrowing street - see potential
- Farmers Market - important draw - but parking is challenging on south side - people go around into neighborhood to get to the market
- Also the local farmers market at St. Pius is great
- Mom and Pop businesses; a lot of potential
- 4 Corners - need a plaza like Heritage Square
- Diamonds in the rough
- Proximity to Route 66
- Potential medians
- Focal point for various community activities
- 4th Street proximity to neighborhoods
- North side is about the Library, Community College, community gathering

### *Vision for the Future of the Corridor*

- Good representation of Flagstaff
- Mixture of uses - 2 stories max. protect views
- Multi-use area - heights can be whatever is appropriate, but views must be protected
- Town square is needed for this side of Flagstaff
- Old Kmart demolished and replaced with a beautiful square / neighborhood square
- Route 66 corner becomes a beautiful gateway
- Vibrant corridor / no vacant structures
- Mixed use, high density
- Identity of Flagstaff shines through
- Like the idea of old Kmart side being redeveloped as a town square

### *What Else?*

- Route 66/4th Street corner opportunity - imprint for what can happen on 4th street - but if the development of properties south of 66 is not handled well - that will only detract from the potential of 4th Street - all four corners need to relate to each other and to 4th street there
- Art ideas need to be maintainable
- Need to get people out of their cars



- Important to provide connections to FUTS Trail system

### A.3.4 Business Community

#### *Dislikes*

- Overall visual appearance
- Lack of parking - #5 in particular - chiropractic office, lack of parking there; lighting business; not sure shared parking will work for me because of products and equipment going in and out
- Lack of safe pedestrian crossings
- Need good entrance and exit access to my business (mortuary near 4th Street overpass)
- Speeds are too fast - people drive 40 mph+ and this is too fast
- Lacks a focal point for pedestrians, not very inviting - we need to make a statement that we want pedestrians here
- I agree with that
- Overall appearance needs improvement - more trees
- Vacant buildings are an issue - Kmart site

#### *Likes*

- Properties that have rehabilitated, especially on the west side
- Like driveability of the corridor - east to get between points A and B
- Accessibility from Route 66 / new overpass - easy to find
- Defined corridor, straight street
- Residential/business mix
- Diversity is great
- I agree
- It is a depressed area now, but there is a lot of potential
- Good driveability, visibility of businesses, but wish people would slow down
- Proximity of a lot of different uses that people can walk to

#### *Description of Corridor Today*

- Neighborhood/commercial focus
- Affordable alternative to a lot of other areas in town
- “70s” style commercial corridor - “Retro”
- Thoroughfare - low rents, affordable
- Affordable business area - but people are also attracted by quality of service

#### *Vision for the Future of the Corridor*

- Trees, artwork, pedestrian-friendly, walkability -

more pedestrian facilities

- Trees, new buildings, but keep everything low to preserve views.
- Plant trees, install crosswalks, address vacant buildings
- Retro - East meets west “70s” retro stuff
- Better walkability
- A lot of artwork as an interesting attraction
- More visually appealing, updated buildings, more landscaping
- Public parking or shared parking in areas where parking is lacking
- How about on-street parking on one side of the street where parking is lacking?
- With one lane northbound and 2 lanes southbound?
- If people were traveling 30 mph instead of 40/50 that would be fine.
- Need pedestrian crossings and improvements -cars will have to go slower, but that’s okay
- If you take away the center lane where would the snow go? Snow used to be picked up and removed by the City - why not now? There seems to be a general fear of talking to people at the City because “City knows best”
- I do want the area to be revitalized but where does the money come from?

#### *What Else?*

- How many people really walk? No one is walking out there. We are a driving society.
- Isn’t traffic good for business? High volumes of traffic and congestion?
- City snow removal - they say ADOT is responsible to plow 4th - this is not correct
- Is there a concern that we are just putting “lipstick on a pig” until there is buy in and reconstruction and redevelopment? Why spend tax dollars if no reinvestment happens?
- Incentives to new property owners are very important - how do we get those funds, incentives, tax breaks, etc. to the businesses?
- City’s development restrictions are too costly, too imposing
- The team will be balancing and weighing collective interests of businesses, community representatives, etc.
- Be sure to consider graffiti issues with art projects
- If people have recently remodeled or made



improvements to their property, how will this project affect that? How will they be compensated for their investments if this project impacts that?

- Keep demographics in mind - crime and graffiti
- Office clients are coming from other areas
- North Country Health clinic - relocation has been a plus
- Some reason to attract more businesses
- 4th Street building revitalization has improved occupancy from 55% to 85% now in my office building
- Can the church be used for parking? Acquired as public parking? But this isn't a centralized location; a public parking facility should be centrally located
- If it's a question or choice between narrowing the street or acquiring the land
- Not in favor of acquisitions, take too long, too expensive, could be litigation, etc.
- Narrow street is a better option

### A.3.5 Neighborhood Community

#### *Dislikes*

- Speeding
- Scary pedestrian crossings; like the idea of pedestrian activated signals
- Would like to see:
- Business adaptive reuse and infill focus,
- Open spaces,
- Plazas,
- Gathering areas,
- Public art,
- Vibrant, fabulous,
- More shopping
- Concerned about property owners, their interests and involvement and willingness to improve/change
- With the access issues, how much are we allowed to manage access?
- Need pedestrian safety improvements/crossings

#### *Likes*

- Businesses here are great!
- More festivals – potential for showcasing neighborhood more
- Maximize what we have here – this is a real neighborhood
- Potential for attracting shoppers/customers from other areas
- Types of businesses here
- Opportunity to feed into regional planning process

and role of 4th Street in that process

#### *Description of the Corridor Today*

- Potential!
- Funky, cool
- Great businesses
- Diversity
- Walkable to uses/mixes
- Walkability index website of uses most walkable neighborhood in Flagstaff
- The real part of town
- Try Route 7 bus ride

#### *Vision for the Future of the Corridor*

- Bright colors/festival atmosphere
- Splash of
- Sunshine
- Music
- Dancing
- Color
- But not too gaudy
- Like the idea of linear water element
- Another alternative, great shopping area vibrant as downtown but not the same as downtown
- Movie theater
- Museum
- Galleries, etc.
- Sporting goods store
- Cultural Center – mixed generations
- Funky!
- Planned medians
- Wider sidewalks, minimum 10'
- 2-4 story buildings
- Solar powered pedestrian lights
- Naturopathic clinic
- Crosswalks with little pocket parks
- Plaza area with little pocket parks
- Good, safe/dark sky compliant lighting
- Guadalajara, Mexico
- Example of redevelopment
- Human scale/smart growth conf.
- Simple paint
- Nice crosswalk designs

#### *What Else?*

- It's all about the
  - » PEOPLE
  - » Residents
  - » Visitors
  - » Bicyclists



- » All
- » Trees
- » Art
- » Design Features
- » How can we help business as part of this?
- » Process/notifications?
- » Are you going to set up a meeting?
- » Web page setup – Kim can help
- » 4th Street should not be a fast street that promotes speeding
- » Lower speed limit to 25 mph so people will drive 30 mph
- » Should be a people place not a through speedway
- » Take people on a “scavenger” hunt through the area
- » Focus on neighboring awareness of safety
- » GREEN SPACE
- » What if 50 percent paved surfaces were converted to green?

### *Comments*

- Beautification/gentrification
- Who does this drive away?
- Who is it for?
- Sunnyside’s interests?
- Dilapidated/neglected areas
- Businesses leaving – hurts community
- Diverse population and demographics
- Everyone needs to be included

## **A.3.6 Community Services**

### *Dislikes*

- Not pedestrian-friendly - this is a problem because here are a lot of families where the women don’t drive so there is a lot of walking in the neighborhood
- Not walkable - would like to be able to walk from place to place
- Needs lighting
- Corner at 4th and Cedar needs improvement
- Safety concerns for students and children
- People avoid businesses on 4th and Route 66 because of the street environment and access issues
- Too many curb cuts/driveways
- Important traffic carrier, but needs to be cleaned up
- Children cannot cross the street safely
- Think through snow and ice removal issues - concerns that snow blocks bike lanes and pedestrian access

- Traffic congestion hot spots - students on Dortha. 6th Avenue is a mess - turning left from 6th is tough

### *Likes*

- Good businesses/new business potential
- Transportation function of street - 2 + 2 with center lane
- Active neighborhood alliance - the Sunnyside Neighborhood - active community and beautification would be outstanding for the community
- Good established businesses there and good business opportunities - even minor improvements can make a big difference
- The transportation aspects and functions of the street are important - it probably needs to be 2+2 to carry future traffic levels
- Accessibility to businesses
- Diversity of institutions
- Uniqueness of neighborhood - 3 schools

### *Description of the Corridor Today*

- Diversity of neighborhood
- Cultural diversity
- Hispanic and Native American cultures - center of community
- Neighborhood character is unique
- Doesn’t receive enough attention “middle child”
- Diverse shopping area
- Eclectic
- Potential for funk in a good way
- Under serviced areas
- Concentration of diversity here - the diversity is good, sometimes bad
- Land use planning potential is huge! More opportunity here than anywhere else in Flagstaff
- Expanses of pavement and pedestrian unfriendly

### *Vision for the Future of the Corridor*

- Look at 2020 plan
- Sufficient sidewalks and bike lanes signed and marked clearly
- Safety!
- Like functional art ideas - transit shelters, attractive and interesting elements, more trees
- Pedestrian traffic - more easily accessible via walking
- Face lift - trees, pedestrian crossing improvements and accessible routes for kids, improve aesthetics
- Appealing to the eye but minimalist, neat, tidy and easy to maintain



- Stronger neighborhood connections, pedestrian access to businesses, retain neighborhood type businesses
- Like art ideas
- People who live here use area - plaza for festivals
- Include local cultures in design thinking
- Good visibility and safe, friendly sidewalks to businesses and uses
- Murals, community gardens, public market place, central performing arts space, aggressive actions in neighborhoods to create affordable housing
- People who live and work here can stay here - affordability
- Sidewalks and bike lanes will be clear of snow and ice

### *What Else?*

- Storefront owners - mom and pop shops can stay; taxation does not cause business impacts -weigh thoroughly
- Fit in City's master plans; tie in to transportation network; mass transit, etc.
- Keep Flagstaff's small town atmosphere
- Parents - concerns that Sunnyside doesn't have sidewalks; a lot of people don't drive here
- How do lease rights get purchased? Reality - how does redevelopment occur when ownerships and lease rights are so complex?
- Make sure expectations of when change will happen are presented realistically - without dashing hopes for the Vision, but just making sure public perception of when things will happen is clear
- A lot of businesses are on 4th because its affordable - how will improvements change this? How can affordability be retained? Maybe consider a minimal level of improvements.
- 4th is really a combination of through street and a community destination
- Slowing speeds could be hard for some people, but faster speeds hurt business
- This is a major street through Flagstaff so it needs to carry traffic - but ok to slow down with pedestrian crossings and other improvements
- Don't want to see traffic pushed into neighborhood
- How can we find balance between needs of through traffic and improving safety?
- Through and to functions do not have to be mutually exclusive

- Flow vs. speed - flow is more important than speed
- Sometimes narrower, safer, slower is better for business and preferred over wider, faster, and less safe
- Storefront owners - mom and pop shops

## **A.3.7 Public Meeting / Open House Group 1**

### *Dislikes*

- Poor quality of office space
- Ugly
- 6th/7th interchange
- Not a place to hang out
- Too many access points to neighborhood - invites traffic through
- Lacks public plaza/gathering space
- No place for youngsters to hang out
- Lack of sidewalks
- Speed of traffic - dangerous

### *Vision for the Future of the Corridor*

- Develop wash for pedestrian use
- Public art - mosaic tiles, murals
- More trees
- Historic plaques
- Reduced traffic lanes; more pedestrian access
- Multi-story mixed use
- Mecca of activity (like Adams-Morgan DC)
- Vibrant gathering place
- More amenities, dining and shopping
- Possible parking garage
- Get through traffic to stop and shop
- Create a destination
- Medians, paving, public art
- Develop character based on history
- Overcome negative perceptions
- Community gardens
- Sustainable design, water harvesting
- FUTS trail connections
- Create vision for St. Pius property when sold

## **A.3.8 Public Meeting / Open House Group 2**

### *Dislikes*

- Dead Zone
- Old 50s type buildings
- Mom and pops stores
- High traffic zone
- Ugly
- Poor street and sidewalk maintenance
- Easy to get here



- You don't notice all the business
- Terrifying bike adventure
- Choose not to go there now
- Too many access points and not well identified
- No character, connection or continuity along Fourth Street
- Not enough business
- Avoid Fourth Street now
- No community focal point
- No street entrance/gateway
- Too many parking lots
- Need safer snow removal
- Need business anchor and more good restaurants
- No stoplights to leave Sunnyside neighborhood (can't get out of the neighborhood during high traffic congestion, especially if attempting to make left turn lanes onto Fourth Street)

### *Likes*

- Good restaurants (not a good mix though)
- Bring in curvature or gradation
- Small specialty stores
- Moms & pops stores
- Farmers Market
- Fourth Street and surrounding neighborhoods have a complete community (with schools, grocery stores, health care, library, etc., all within a 1-mile radius.)

### *Vision for the Future of the Corridor*

- Walkways that draw people into shops
- Need landscaping
- Local art with different cultural elements
- No Spanish architecture; no Santa Fe, NM, or Sedona décor (Don't import culture)
- More businesses such as good shopping, good restaurants
- Affordability
- Business core surrounded by neighborhoods
- Historical markers, information or interpretive signs
- Stronger connections along the route
- More vegetation
- More sidewalks
- Fourth Street as a destination street
- Keep views
- More vegetation
- Mural art
- Break straightness of the roadway, sidewalks, etc.
- Build a "heritage square"
- Textured sidewalks with benches

- Don't want a strip mall look
- Slower traffic
- Bicycle lanes on travel lanes
- Traffic calming
- Use 4th Street for biking
- Not more stoplights
- More pedestrian crossings
- Get character so it's not so "thrown together"
- Unsure of one-lane configuration can handle traffic
- Median with set access points
- An entrance/gateway
- Long enough left-turn lanes
- Outdoor cafés and patios
- Safe walking area and pleasant
- Trees, artwork, sidewalks
- Slower traffic
- Planted medians
- Community square
- Plants – fruit trees that are edible and usable
- No more than 2 story buildings, but okay to have residential on second floor.
- Make it a special place/area
- True community with enhanced amenities
- Eating areas encompassing/surrounding shops, greenspace, etc.
- "Welcome to Fourth Street" arch at intersection with Route 66
- Use flags strung on poles along Fourth Street for unification (like in downtown)
- Pedestrian walkway
- Fix up Cedar/Lockett intersection, especially pedestrian crossings
- Use Christmas decorations or lights (powered by solar panels)
- Develop a uniform building-lighting plan

## **A.3.9 Public Meeting / Open House Group 3**

### *Dislikes*

- Pedestrian visibility - the need for crossings
- Yes- agree - people can't cross the street
- Left hand turns can't be made from side streets onto 4th
- The street is too wide and it's not a good place for walking
- People complaining about the need for improvements - there is nothing wrong with the street the way it is - but we don't have proper pedestrian crossings; don't want to spend millions



- on design; don't like hiring consultants
- The designers need to understand their limitations
- Truck traffic; trucking for mining/mineral purposes conflicts with pedestrian needs
- Some businesses are too close to the street
- Need more room for walking; needs to be more walkable
- At transit stops - need better access for people with disabilities (need ADA compliant facilities); benches, shelters, trash, and other features are needed at bus stops
- Theft, break-ins, crime, graffiti, panhandling
- Street alcoholics
- The street/corridor doesn't look friendly or welcoming

### *Likes*

- Multiple uses and community facilities all in one area - church, library, stores, and other successful places
- Views of the mountains
- It's a street that connects two main areas of town...it is a key street without too much congestion
- Historic significance...the essence of the history 1930s/1940s settlement
- The volume of traffic on the street is good - helps businesses
- Business affordability - but this is becoming less and less so
- Visibility/exposure for businesses is good
- The long-term business presence that has been there
- Restaurants, farmers market
- Views
- Good access east-west to Cedar/Butler/I-40
- Straight, convenient street
- Trees
- The Knolls property - the history of that site/forested condition
- The amount of traffic is good for business

### *Description of the Corridor Today*

- Mixed uses
- Diversity
- I like the corridor the way it is today; nothing needs to change
- There is a lot of potential here; yes, some improvements are needed

### *Vision for the Future of the Corridor*

- Better snow removal

- Safe crossings for pedestrians
- More uniformity of architectural design is needed
- Some more public art - but it needs to look good; use local artists
- Don't want water features - this is the desert; we should not be wasteful of water; perhaps recirculating/recycling water is okay
- Need to coordinate design with southside of Route 66 projects
- Need better snow removal
- No vacant buildings
- Diversity maintained
- Kmart site has a lot of potential - could be broken up into different uses, including community uses
- Places like Heritage Square are needed
- Needs to become a more inviting, welcoming street/atmosphere
- Well lit environment (lighting for pedestrians especially)
- No strip malls
- A proper streetscape is provided (good example noted - Central Mall in Adelaide Australia)
- Continuous sidewalks and accessibility improvements
- Mixed use with residential above retail - but keep heights low - 2 stories or maybe 3 so as not to interfere with views
- Integrate solar energy into redevelopment because buildings are lower
- More pedestrian-friendly
- Get rid of the strip malls
- Retail on the bottom; residential above is a good idea
- Traffic calming is needed
- Make this a pedestrian and bicycle friendly street
- No I don't agree with that
- I do agree - pedestrian and bicycle improvements are badly needed - this street needs to be more walkable and have better connections to the neighborhood
- The back route to the post office needs to re-open
- Access behind buildings rather than in front of buildings (traffic access and parking behind buildings)
- History should be celebrated with interpretive panels, art elements; how about an art walk and/or history walk experience?
- Recreation center for families and kids is needed
- Plaza space is needed



- Bring back the roller skating rink and the bowling alley
- Ice skating rink? Maybe - but there is already another one not too far from here
- Community performance space is needed - like in Downtown Flagstaff
- Need to be sure I can get trucks in and out of my business - Pest Control; potential truck and pedestrian conflicts are a concern
- Downtown is getting too crowded...so 4th Street can take some of the same uses to reduce congestion in Downtown
- Need to preserve opportunities for public parking in the future (not like Downtown, where this was not done).
- Like Frisco, Colorado - benches, landscaping, small pockets of green and artwork
- The right-turn lane into North Country is bad
- Phasing should be considered - this should be incremental investment - careful about costs and look for good funding opportunities
- Wheelchair accessibility is important - this is a transit route
- Crossings are definitely needed at 3rd Avenue and 4th (near Allstate) and at Felice (near Wells Fargo and Sonic)
- What about pedestrian overcrossings/bridges?

### A.3.10 Business Owner Written Comments

The following written comments were provided by business owners on a prepared comment sheet, which requested additional feedback on their perceptions of the Fourth Street Corridor. In addition to contact information and affiliation with organizations, the comment sheet invited attendees to answer a series of 11 questions related to the revisioning of the Fourth Street Corridor. Not all respondents answered all questions, and some provided multiple answers to individual questions. Answers to these questions were as follows:

#### *How did you hear about this meeting?*

- Mail (2)
- Word of Mouth (3)
- Email
- Phone

#### *How far do your customers travel to visit your business?*

- Less than 1 mile

- 2 to 5 miles (2)
- 5 to 10 miles
- More than 10 miles (2)

#### *How far to your employees travel to work?*

- Less than 1 miles
- 2 to 5 miles (3)
- 5 to 10 miles

#### *How do the majority of your customers travel to your business?*

#### *How do the majority of your customers travel to your business?*

- Walk
- Bike
- Car (5)

#### *How would you rate the following?*

Pedestrian facilities (sidewalk location, width, etc.?)

- Excellent (0)
- Fair (2)
- Poor (3)

Bicycle facilities (bike lanes, bike racks, etc.?)

- Excellent (0)
- Fair (2)
- Poor (3)

Public Transportation along 4th Street?

- Excellent (1)
- Fair (3)
- Poor (1)

Vehicular access to your business?

- Excellent (2)
- Fair (1)
- Poor (2)

Parking within the 4th Street Corridor and near your business?

- Excellent (2)
- Fair (1)
- Poor (2)

#### *Imagine you are describing Flagstaff to a visitor and they are interested in its unique and distinctive neighborhoods, how would you describe the 4th Street Corridor?*

- A mixed balance of businesses and building architecture.
- Major east side thoroughfare.
- Good thoroughfare, near to Sunny Side, low rents,



good opportunity.

#### ***What is the best thing about 4th Street?***

- Traffic flow. Get from point A to point B fast. Good access from Route 66 and RR track crossing (overpass).
- Fourth Street has a lot of potential. Many diverse groups of people live and work in this area.
- Volume of traffic. Major artery from east side to west side of property.
- Arterial component.
- A variety of businesses addressing the diverse needs of clients.

#### ***What is the worst thing about 4th Street?***

- Buildings range from poor condition to good condition.
- No crosswalks. No cohesive “theme” or architecture.
- Lack of defined character.
- Speed of traffic. Public transit has nowhere to pull over besides right lane.
- Appearance. Vacant buildings. Lack of trees. Too many run down properties. The length of time that old K-Mart building has been vacant.

#### ***If you left the Flagstaff area and returned ten years later, what would you like 4th Street to look like?***

##### ***What is your VISION for 4th Street?***

- Remodeled buildings, trees, crosswalks, art walk, landscaping, attractive lighting.
- Fourth Street needs to be more eye appealing.
- A walkable neighborhood with a diverse amount of retail shops.
- Uniform architecture of stone fronts, ample pedestrian walkways, space for street fairs and open markets, landscaping with hedges and trees.

#### ***Other comments and suggestions?***

- A Santa Fe look to the 4th St. corridor is an interesting proposition.
- Slow down traffic to 30 mph.
- Thank you, I look forward to further participation in this 4th Street matter.
- Come up with some way to attract new business. Beautify 4th Street. Make it attractive.

### **A.3.11 Neighborhood Written Comments**

The following written comments were provided by neighborhood residents on a prepared comment sheet, which requested additional feedback on their

perceptions of the Fourth Street Corridor and vision for the future. In addition to contact information and affiliation with organizations, the comment sheet invited attendees to answer a series of 11 questions related to the revisioning of the Fourth Street Corridor. Not all respondents answered all questions, and some provided multiple answers to individual questions. Answers to these questions were as follows:

#### ***How did you hear about this meeting?***

- Newspaper (5)
- Arizona Daily Sun (4)
- Killip School (3)
- Flyer (2)
- City Mailing (2)
- Jennifer Hunter at Killip
- Work at Killip School
- Qué Pasa publication
- Contact from city
- Outreach
- City and Northern Arizona Interfaith Council
- SNA
- KNAU
- Fellow board member at Peaks Pride
- Because you came each Wednesday to the council (Spanish translation)

#### ***How far from 4th Street do you live?***

- 1/2 mile or less (17)
- 1/2 to 1 mile (1)
- 1 to 2 miles (4)
- More than 2 miles (5)

#### ***What usually brings you to 4th Street?***

- Work (8)
- Church (3)
- School (6)
- Business (14)
- Other:
- Library (2)
- Shopping (5)
- Family lives Greenlaw. Would like to visit business 4th St.
- “Adopt an Avenue” (2)
- Pass through/Going to Sunny Side (3)
- Farmer’s Market (2) - Big Lots
- Avoid Rt 66 to get to NW Flagstaff (Ft. Valley Rd.)
- Food
- Restaurants
- Bank



- Residence

#### *Which types of business do you visit?*

- Retail Shops (17)
- Office Buildings (5)
- Restaurants (17)
- Convenience Stores/Gas Stations (9)
- Markets/Grocery Stores (17)
- Banks (9)
- Community Services (health, welfare, church, schools) (9)
- Other:
- College
- Library (3)
- Passing through
- Walk to Aquaplex
- Farmer's Market

#### *Do you drive, walk, bike, or take public transportation?*

- Walk (14)
- Bike (4)
- Public Transportation (3)
- Car (27)

#### *How would you rate the following:*

Pedestrian facilities (sidewalk location, width, etc.?)

- Excellent (2)
- Fair (7)
- Poor (12)

Bicycle facilities (bike lanes, bike racks, etc.?)

- Excellent (2)
- Fair (9)
- Poor (8)

Public Transportation along 4th Street?

- Excellent (2)
- Fair (11)
- Poor (4)

Vehicular access to your business?

- Excellent (7)
- Fair (10)
- Poor (3)

Parking within the 4th Street Corridor and near your business?

- Excellent (7)
- Fair (11)
- Poor (4)

#### *Imagine you are describing Flagstaff to a visitor and they are interested in its unique and distinctive neighborhoods, how would you describe the 4th Street Corridor?*

- Historical significance – Knolls Property Ranch, Early discovery for Coltons Scientific Research.
- I would describe it as a struggling business street with small independent owned businesses. It is a street where you can eat ethnic food, patronize some retailers, go to the library, doctor's or attend the community college or go to church.
- Eye sore! Nothing nice other than the mountain view.
- A center of Hispanic business and indigenous cultures.
- Needs revisioning/reinvestment.
- A mixed bag.
- Good parking, limited business, fast traffic, very fair prices.
- Fairly run down, not a place you'd want to spend free time. Good for specific destinations – businesses, some restaurants, farmer's market, bank.
- Gateway to Mt. Elden. Place to buy Hatch Chile.
- Trashy, older, abandoned.
- I tell folks that it is a transitional area, transitioning from the better. There are pockets of ownership pride, so I know that folks in this area do care, but may not have the resources to take it up to the next level.
- Somewhat rundown, haphazard, rather ugly.
- Neglected, declining.
- Beginnings of a distinctive cultural connection.
- Rather old and in need of a face lift!
- Dead zone.
- Looks like an outdated strip mall. It needs trees, beautification, better parking for some businesses. Whoever owns buildings needs to be offered incentives to upgrade.
- Neglected trailer park trash.
- No big box stores. Small retail stores, medical facilities, library, community college and other schools.

#### *What is the best thing about 4th Street?*

- Farmer's Market/East Branch Library/N. Country Clinic and CCC/Big Lots/Knoles Complex – looks inviting.
- Wide Avenue, easy access to potent businesses.



- Connect between 66 and Lockett.
- Variety (2)
- Great corridor north/south since overpass was built – provides efficient flow from neighborhoods to Route 66. Nice wide street – 5 lanes with center turn. Businesses are close to neighborhood. Lots of parking.
- Good pass through.
- I see it as an incubator for businesses (new) and something that is different from downtown in character.
- Caked and Bangkok Thai food and Farmer's Market.
- Close, small shops.
- The few businesses that I go to.
- Easy to get in and out of.
- Businesses.
- The multicultural feeling of the area.
- The ample parking, SNA office is close by.
- It has so much potential and is a prime candidate for redevelopment and investment.
- Corridor for connecting the west community multi-purpose use, church, community college.
- The 4th Street bridge (because it improves traffic flow and is beautiful) and railroad relocation and Route 66 improvements. However, need to make a major statement from bridge to 4th Street as you cross over.
- The flashing speed lights along the school corridor.

#### ***What is the worst thing about 4th Street?***

- Graffiti, trash (panhandling social issue), lacks landscaping.
- Lack of sidewalks, “walkability”, visual appearance, no gathering place, no “sense of place” or congruent identity, no green or open space.
- No anchor (plaza), traffic moves too quickly.
- Traffic.
- The ADOT yard, how is this on a “prime” corner?
- Living conditions of neighborhoods around 4th Street.
- Lack of businesses.
- Intersections of side streets with 4th Street – it is extremely difficult (and dangerous) to make a left turn onto 4th St. (from a side street) or 4th St. onto a side street. Can't cross the street.
- Rundown face plates on businesses.
- 4th Street. Ugly, not a place I'd go to at night alone. Few businesses that I go to. No parks, no

landscaping, too much traffic going by way too fast. Dirty. Also, the 4th St. bridge seems to be promoting increased traffic and speeding on Linda Vista Dr. by folks cutting through. Please avoid more traffic into neighborhoods.

- No safe walkways or crossings.
- Unsafe, unattractive. Turning left to head north from a west side street. Children crossing the street.
- Empty K-Mart building – many empty spaces. Looks run down.
- Inebriated people, trash, shake/wooden shingled roofs – fire hazard.
- Ugly, not pleasant small businesses, old and rundown.
- Hodge-podge building design/appearance, poor upkeep of businesses, vacant business properties, strange variations in building setbacks.
- Dangerous streets, no specific places to bring people to spend time, dirty, ugly, grey.
- Looks old.
- Transients, left hand turns from residential streets.
- Lack of various types of businesses that complement each other.
- Empty retail spaces with huge parking lots. Put playground in parking lot where Big Lots is.
- The old KMART store and surroundings is a blight area (federal funds). Demolish it and develop area with university student residential/retail mixed use district to attract and keep/encourage pedestrian life – like Tempe Mill Avenue, Yorkville in Toronto Ontario, Canada and Robson Street in Vancouver, British Columbia.
- Lack of removal of snow. Years ago, snow was ploughed to the center and hauled off.

#### ***If you left the Flagstaff area and returned ten years later, what would you like 4th Street to look like? What is your VISION for 4th Street?***

- Playgrounds and green spaces in huge parking lots. Retail space all full. Have it look like retail area at Camelback and 20th in Phoenix (My Sister's Closet and Trader Joe's is there). Sidewalk cafes. Tree lined sidewalks. Bike racks. Have it look like Miss St. in Tempe?
- Wide Avenue with a walking pathway and many businesses. Destination area.
- More trees – multicolored buildings.
- Place to spend time. Sense of identity, history, culture.



- Reflecting local culture, improvements are not just generic, “anytown” - has “flavor” that is distinctive and authentic. Businesses meet economic needs of this section of the city (i.e. are not “exclusive” shops that locals can’t afford)
- Buildings with small businesses with character, “walkable”.
- Something like the area between Black Bean Burrito and Flagstaff Brewery – brick patio area with trees, places to sit. More pedestrian crossings. Median, similar to the one on Butter Mitton by the High Country Conference Center. Right turn lanes into parking lots.
- Newer buildings and landscaping – less black top.
- Better walkways – pleasant and safe. Amphitheater for events – music, art, lectures, movies, etc. Community garden. Better snow removal.
- I’d like to see it “gentrified” without forcing locals out. Plant some trees, issue some architectural guidelines for beautifying the area. Sidewalks, FUTS trail connecting area to rest of city/county. Public art. Parks, gardens. Trader Joes!
- Slow down traffic on 4th and Cedar, do landscaping, make buildings more eye appealing and make it to where people will like to come and shop. Put in more crossing for children.
- An “alternative” street – funky, diverse like upper west side of NYC or SOMA in San Francisco. NOT downtown Flagstaff.
- More trees, innovative public spaces, innovative business/bike/can interface. Fill businesses, more (illegible) with habitat housing.
- I would like 4th St. to maintain its multicultural feeling by promoting local small business development. I do not want to see large chains, of any sort here. My vision is to maintain if not to boost the livability of 4th St. by maintaining relative housing prices and boosting LOCAL business.
- Cleaner, upscale, less transient.
- Nicer looking buildings, large department store, more appeal to attract visitors.
- Adams-Morgan.
- Pedestrian crossings. Landscaping that enhances view of peaks and uses natural vegetation, more trees, and shaded area.
- A safe neighborly shopping area.
- An eastern satellite campus of U of A including dorms/condos, retail, commercial and education

mixed use shopping street district. Also restaurants, cultural (open air and indoor) amenities. Theme Route 66. Theatre, museum, food court/market.

- 4th Street is a thriving Mecca of activity that is home to several businesses (restaurants, retailers, offices), education and community services. The main source of activity is people gathering in open space – a square and green space where there are concerts, cultural festivals, and outside eating areas. There is a combination of higher end and affordable retail.

### *Other comments and suggestions?*

- Professional overall unity of design. Artful sculpture representing historical nature of space – sacred and natural history. More pleasant bicycle routes – visionary development considering use of natural materials – volcanic, etc.
- There needs to be a sense of place and a “brand” for 4th Street. Make 4th an “Adams Morgan” type of area.
- North bound traffic light from Bridge needs to allow more than 4 cars in each lane to cross Route 66.
- Don’t let 4th Street be a truck thoroughfare.
- Let’s give the neighborhood more input and see that the wants and feelings of the people are incorporated in the finished design.
- I’d like to see a compilation of comments from public meetings and stakeholder groups so that the public can get a sense of what other community members would like to see – promotes sharing of ideas.
- Make it beautiful and functional. Could have 2 story area low cost housing above of stories below – good for elderly to have all needs nearby.
- Where is the money coming from? How to create a vibrant enough street to bring people to businesses vs. needs of the residential neighborhoods.
- Please help! Please don’t cut down trees.
- Thank you for the opportunity to learn more about Fourth Street. I see great potential!
- Intentional plan to attract/retain a balanced spectrum of businesses to serve the northeast neighborhoods, such as: discount dept. store, restaurants, movie theater. Incorporate needs of the schools on this corridor for safe, attractive bike and pedestrian traffic. Creative lighting but remember Dark Sky principles. Mini-park type spots (must



be protected by law enforcement to keep safe).

Gathering/performance area like Heritage Square downtown.

- Please do not put medians on 4th St. Remodel all businesses on East side of street.
- Repair sidewalks due to age, street cinders and added salt. Get rid of congestion around schools – re-widen street? – and improve off-street flow of parents and buses. Remove trees at 4th Street and Linda Vista (shade ice buildup). Get rid of traffic island on upper 4th Street. Completely remove snow instead of dumping 2/3 of street ice and snow on residents. Residents have no place to put it.

### A.3.11 Additional Comments

Additional comments were received by email and phone from persons unable to attend the meetings but wished to provide input:

- August 14, 2009 – Email from Diane Tkatchov, owner on 4th Street, Tkatchov & Tkatchov CPA's, P.C.:
  - » Would like to see revitalization of businesses, safety, and beautification on our 4th Street Corridor.
  - » Since we moved into our location we have done substantial natural beautification to our property both inside and outside. In addition we've put in some 'barriers' for safety of others and our business as well. Landlords who don't maintain property both outside and inside their buildings are a deterrent to possible viable new enlightening business in this community. Would love to walk, shop and eat and healthy establishments both in the lunch hour and in the evening.
- August 24, 2009 - Phone conversation with Judy Conn, owner of Conn Pest Control:
  - » Business access is always a concern. 7th and 6th Avenues are a strange traffic configuration, but not sure what could be done differently. I do not want to see dividers in the middle of the road – they would hurt businesses more than help. Most of our customers and deliveries come from the south (Conn Pest is located on the west of 4th St.), and a divider would create a nightmare for access.
- August 28, 2009 – Email from Karin Preston, concerned East Side resident:
  - » I understand you are involved in meetings to discuss improvements to the Fourth Street area. I am unable to attend the meetings, but I wanted to forward a bit of information. I have lived in that area since 1997, and I believe that the greatest obstacle to bettering the area is a businessman by the name of Anthony Choi. Mr. Choi is considered by many to be a greedy slumlord. He owns the dilapidated shopping center that houses The Redwood Saloon, the laundromat, Coconino Federal Credit Union, etc. Until Mr. Choi is willing to remodel the shopping center (or demolish it, preferably), we have little hope for bettering the area. The weeds, the shake singles, and the dirty, uncared-for feel of the property are ridiculous. Also, the "Big Lots" shopping center is an eyesore, and the building between Big Lots and the chiropractor (it used to be "Sam's Town") has been empty for possibly over a decade. The building that Hastings briefly occupied (the former "Price Chopper") is also unappealing and run down. Many local residents wish the shopping center would be demolished if it doesn't get a face lift.
- August 31, 2009 – Email from Elson Miles:
  - » On Sunday I was driving north on Fourth Street and then west on Cedar Ave. and was commenting to my passenger on how barren and 'ugly' the streetscapes were in that area. For Fourth Street, the addition of a landscaped median would be beneficial. It would soften the asphalt desert feeling, enhance pedestrian safety, and reduce traffic speeds and 'cut-through' patterns across the street. More landscaping- hanging planters (plastic ivy?, might be okay!?), large containers with trees, encourage business owners to add landscaping to their storefronts, etc. Enhanced, weatherized bus stops, more bike parking racks, other amenities to promote a less car-centric, pedestrian and cyclist friendly environment are also positive steps.
  - » Re the corner by the school, a mural on the concrete wall, some ivy, (Virginia creeper works well here in No. AZ.) on the chain link fences, in addition to adding landscaping to all those barren, lot-edge-to-lot-edge parking lots along Cedar Ave.
- September 8, 2009 – phone conversation with Mary Friend, resident:
  - » Main issue is snow removal, snow melt and the use of salt deicers. She has lots of pictures of the snow issue! Drainage is an issue; comes down



Fourth Street. When school is out, it is jam-packed – No kids drive to school; they get picked up/dropped off and ride the bus. Says snow removal is an issue there with the pedestrian log in the median like on Butler. Putting in things beautiful will make things more difficult. Proper input and analysis is needed. Make sure you a thorough analysis. A lot of people use Cedar Hill for access. Used to be a two-lane street with no parking up in the residential area (with “no parking” signs). Parking now and running kids across the street and not using proper crosswalks. People are parked and blocking private driveways in the residential area. Don’t want kids to be killed.



# Appendix B -Public Outreach Process: Design Dialogue Two Summary

## B.1 Design Dialogue Two Structure

Otak held Design Dialogue meetings with City staff, stakeholders and the public over the span of December 14th, 15th and 16th, 2009. The following groups were invited to attend:

### B.1.1 City Staff

- Traffic and Transportation
- RMPO
- Fire and Emergency
- Police
- Community Development/Planning
- Public Works
- City Commissions

### B.1.2 Community Services

- Flagstaff Junior Academy
- Apostolic Lighthouse of Flagstaff, Inc.
- Coconino County Board of Supervisors
- Farmers Market
- Literacy Volunteers
- Coconino Community College
- Nonprofit Resource Center of Northern AZ
- Flagstaff Unified School District
- Flagstaff First Assembly
- Killip Elementary School
- Peace Lutheran Church and School
- Mount Elden Middle School
- Flagstaff Church of Religious Science
- East Flagstaff Community Library
- St. Pius Catholic Church
- New Song Worship and Ministry Center
- North Country Community Health Center
- New Testament Christian Church
- Coconino High School
- Lamb of God Bible Church
- Trinity Heights United Methodist Church
- Puente de Hozho
- United Way
- New Horizon Christian Academy
- Northern Arizona Interfaith Council
- Mountain English Spanish Academy
- Coconino County Health Department

### B.1.3 Safety Traffic

- ADOT
- Northern Arizona Intergovernmental Public Transportation Authority
- Flagstaff Fire Department
- Guardian Medical Transport
- Flagstaff Metropolitan Planning Organization

### B.1.4 Community

- Business Community
- Neighbors

### B.1.5 General Public

- Residents of Flagstaff

## B.2 Design Dialogue Groups and Responses

### B.2.1 City Stakeholders - Traffic/Engineering and Safety/Operations

- Would retail shops be inside the Square?
  - No, but they could be outside of it on the streetscape. Over time, retail shops could move closer to the street edge.
- Three lanes [one each direction with a center-turning lane, as presented on the Linear Park concept] would be great, but with the Fourth Street overpass three may not be enough.
  - Based on current traffic volumes, three lanes would be sufficient north of 6th Avenue
- I'm concerned about traffic backing up the overpass.
  - Most people turn off of Fourth Street from the overpass and go east or west.
  - There is more southbound traffic on Fourth Street than northbound.
- Will the closure of the Steves or Fanning railroad crossing impact this study?
  - That would require an additional study.
  - Greater connecting with Fourth Street will help with congestion also.
- The connectivity in the Village Square concept looks good, but what will happen around the Fourth Street Square?
  - The Square will provide connectivity as well.
  - It will be designed so that emergency vehicles can go through Square if necessary.



- There would be no large features in the middle of the Square.
- Will there be concrete medians in the Square concept?
  - They will be raised and planted.
- What is the width of the street in the Village Square concept?
  - Two 11-foot travel lanes, one 5-foot bike lane, and the median would be 8-14 feet wide. This would all fit within the existing street.
- Going to three lanes [Linear concept] is a step backward. The possibility of backing traffic up at the overpass is too dangerous.
- The Village Square is an accident waiting to happen.
  - The traffic lights around the Square would be timed to maintain traffic flow at low speeds.
- I like the Linear Park, but with the street design from the Square concept.
- The Village Square would create a unique environment. The Linear Park design would get folks from A to B. I see positive aspects in both concepts.
- Does one option take away parking?
  - The Square concept would reduce the parking at the Greenlaw Shopping Center by about 35 spaces.
- How is the South study alleviating congestion at Route 66?
  - They are adding lanes.
- I like the detour around the church at Cedar in the Square concept.
  - The Cedar/Lockett intersection reconfiguration in the Square concept runs at a higher level of service (LOS) than in the Linear Park concept, but both reconfigurations have a sufficient LOS.
- Have you done a cost analysis?
  - Not yet, but we anticipate the costs to be comparable as the concepts are presented here. The Square concept has more right-of-way needs, but the Linear concept has significant utility-relocation costs.
  - Combining elements from both concepts may result in a less expensive option than either as they are presented here.
- What is the up side of the Cedar/Lockett intersection on the Linear concept?
  - It pulls the whole corner away from the school.
  - It simplifies traffic westbound movement. The curve is not in the middle of the intersection anymore.
- It creates a small park on northeast corner, across from the school.
- It makes pedestrian crossings at the intersection much safer than at the current intersection.
- The Square concept also moves the intersection further from the school, and it creates a “campus” between the college, the church property [it is understood that the church property is up for sale] and the school.
- Will the Square be used with a public park so near?
- Parades have been moved off Fourth Street to Third Street.
  - We heard from the neighborhood during the first Design Dialogue that they want another Heritage Square here, a place for the community to gather.
- On the driveway consolidation, have you looked at easements?
  - We’ve just looked at the geometry for now. Some shared driveways are wider than others. There is still a lot of flexibility in the plans.
  - Some shared agreements may be needed. We may add more driveways to the design, but the end result should still be significantly fewer driveways than there are now.
- With all of these sidewalks, keep in mind the City ordinance regarding snow removal.
- Instead of putting the Square in middle of the street, why not look at using the large parking lots nearby, like at Kmart?
  - We did look at other options, such as moving it to the west or east of Fourth Street as well as using the large parking lot to the northeast of 7th Avenue and Fourth Street.
  - We feel putting it directly on Fourth Street offers more redevelopment potential. The design is based on the traditional plaza concept, with the Square being the center of Fourth Street.
- The Village Green [Linear concept] is a weak element compared to the Fourth Street Square.
- I worry about traffic around the Fourth Street Square.
- I’m concerned about children. There are four intersections around the Square and only two with the Village Green.
  - The Square is pretty big, about 12,000 square



feet or 2.5 acres. It is about the same size as Wheeler Park. So, it's not like being on a little island surrounded by traffic.

- What about parking?
  - There is the large lot north of 7th Ave., and the lots with the strip malls.
  - All the strip mall parking is private.
  - The City won't allow events without adequate parking.
- We want regular use, not just a couple big events a year.
- The City could put a public facility next to the Square, such as a library, to create more public parking.
- The design assumes the City will be doing acquisitions anyway. A public facility could then provide public restrooms also.
- Could you put in a large roundabout instead?
  - Roundabouts are not as pedestrian-friendly as the Square would be. So, it would only address traffic issues.
- I've seen similar squares in other cities, and people did congregate there.
- As a city, we need to stop focusing only on function and look at culture also.
- Fourth Street has been an issue for years. It could be another focal point like downtown.
- Keep the large retail project on Route 66 in mind.
- There is another opportunity for a gateway or linear park along Route 66.
- I see the Fourth Street Square or the Village Green as potentially being the heart of Fourth Street.
- What will bring the whole area together the most?
- The Square connects all four directions.
- The Linear intersection moves traffic better, but smaller lanes are not ideal.
- The Village Square concept gives public buses and delivery trucks more options.
- The Linear concept includes enough space for bus pullouts.
- With the Square concept, buses would stop in the right lane, like they do today.
- How fast do people drive on Fourth Street?
  - South of 6th speed averages at about 35 mph.
  - North of 7th it is about 37-40 mph.
  - The speed limit along the entire length is 30 mph.
- The Police Department was recently donated space

in the Greenlaw Mall. It could be moved into the Square to create public parking and restrooms.

- Or it could be any public facility, like a fire station or a library.
- Line the outside of the Square with parking to create natural barrier between the Square and the street.
- The Square needs to be usable all year long.
- What will the development pattern be around the proposed Central Square
- Police officer concerned about controlling speeds on the curves around the Central Square
- Concern for children playing in Central Square
- Concern for parking and access to Central Square
- Move library to Central Square? Church?
- Heart of 4th Street
- Concern that 4th Street Overpass will bottleneck with proposed land reductions
- Linear park a weak element when compared to the Central Square
- Proposed options called exciting / game-changing
- A large retail development is planned for south of Route 66, across from 4th Street

## B.2.2 City Stakeholders – Aesthetics (1 of 2)

- The road from Fourth Street to the trailer park is private.
- What are the projected traffic volumes?
  - About 21,000 annual daily traffic (ADT) south of 6th Avenue and about 14,000 ADT north of 6th Avenue.
- Avoid secret or hidden areas for safety reasons if Linear Park is implemented.
- Keep "Dark Skies" in mind for either concept.
- Will the parks need right-of-way?
  - Yes.
- What are the traffic issues you are trying to address?
  - Avoid backups; maintain flow.
  - Making a left turn from 6th Avenue is problematic.
  - 6th and 7th Avenues are too close to each other to put signalized intersections at both locations.
- Have you looked at diverters or islands?
  - Yes.
- Need more details on Third Street on the plan. Maybe include a bikeway.
- It is difficult to access the County Health Department on King Street.
- Will need clear signage, especially for people



- unfamiliar with the area.
- Are bus pull offs included in the concepts?
  - The Linear Park concept includes bus pull off areas where the lanes are reduced to one each direction. Where there are two lanes, buses will use the side of the road as they do now. The Village Square concept improves bus access to the entire corridor.
- How does the pedestrian activated signal work?
  - Pedestrians will have a push button, and there will be a red light to stop all traffic while pedestrians cross the road.
- Include countdown signals with the pedestrian crossings and signalized intersections.
- Near Third, west of Fourth, there is a job training/rehabilitation center that creates a high pedestrian volume in the area.
- Like how the Square does traffic calming, slows down traffic.
- Culturally, the Village Square concept is better.
- Could you add a median to the Linear Park concept?
  - Yes.
- There is potential for development on the south end of the corridor. It could become more dense.
- The Linear Park concept is more apt to have fast drivers. Would rather slow down traffic with the Square concept.
- FUSD may have big changes to schools and properties. Check with them regarding the future of Mount Elden Middle School.
- Regarding the north end of the corridor:
  - Coconino Community College is more focused on the Lone Tree Campus.
- Potential charter school space.
  - The Square concept solves issues at Lockett better.
  - We want to slow traffic at Lockett.
  - Both concepts create a controlled intersection at Lockett.
- How difficult do you expect right-of-way acquisition to be?
  - The need varies along the corridor and by each concept.
  - It is more complicated on the north end of the corridor, especially along the east side.
- Multiple properties would be impacted.
- Concerned with running sidewalks along the back of buildings.

- The Square concept is more business-friendly.
- Have you looked at future development and density?
  - Either concept will impact development trends.

### B.2.3 City Stakeholders – Aesthetics (2 of 2)

- At Cedar and Lockett, on the Square concept, would prefer drivers to go north on Fourth Street from Cedar to Lockett rather than straight through.
- Do traffic counts support these concepts?
  - Yes.
- Without businesses in the Square, who will use it and how will pedestrians access it?
  - There will be signal crossings for pedestrians to enter the Square.
  - There are nearby businesses and future development possibilities.
- Will the Square have grass? Keep it minimal; keep maintenance and water use in mind.
- The Linear concept is good for pedestrians and connectivity.
- What impact will this have on businesses?
  - The Linear concept will have less of an impact than the Square.
  - There are options for less or more impact on right-of-way.
- What will the speed limit be?
  - It will stay as it is or go lower, not higher.
- The Square concept takes away from the benefits of the Fourth Street overpass.
- The Square concept would be very expensive.
- Why do the concepts treat the retail and office space areas differently? The retail area is used more throughout the day. Why not include more landscaping for the retail area?
  - The retail area has more come-and-go throughout the day.
  - Both areas are landscaped.
  - The south end of the corridor is very urban now.
- A lot of this is based on “prospective” development. A lot of property owners have old buildings that are paid for. What is the incentive for them to change?
- What are your plans for the gateway park at Route 66?
  - We want to use the Arizona Department of Transportation property.
  - It could include something to terminate the view corridor.
- It should be done without obstructing views.



- Like the King connection. It could relieve traffic at Cedar and Lockett. Make sure the neighborhood likes it.
  - The two lanes on the Linear concept seems too small of a road.
  - Combine the two concepts: keep four lanes on the south end and reduce the north end to two lanes.
  - The reduced driveways are great.
  - Keep in mind potential development at Route 66. Need to check on the plans for that area.
  - The corridor redesign needs an entertainment component.
  - Regarding the Cedar and Lockett intersection:
    - The Square won't fly. Add a one-way street from Lockett to Cedar south of Mount Elden Middle School where the road currently is. Or use a new connection from Cedar to Lockett without a turn on Fourth Street.
    - The Linear concept is an improvement. Connect Third to Cedar and add a road to connect to Coconino Community College.
  - Need to reflect and include nearby neighborhoods.
  - Neighborhoods south of 6th Avenue may not like the Square because it slows down traffic too much.
  - Regarding the Village Square:
    - Offset it to the east or west possibly.
    - Work with property owners.
    - Keep property value in mind.
    - Demonstrate travel times with and without the Square for stakeholders to see the difference.
  - Regarding the Linear Park:
    - Could still use the park at 6th and 7th Avenues like the Square concept.
    - Need pedestrian access to businesses.
  - Either option has to be welcoming to families.
- Will there still be an entrance to Mount Elden Middle School from Fourth Street?
    - Yes
  - It's very important to talk to everyone in the area. The neighborhood needs to pick the vibe they want.
  - On the Linear Concept:
    - Connecting to Post Office Road is a very good idea. People do go behind the strip mall at 7th to get to the Post Office.
    - How would we police the Linear Park? The Square would be easier to police. I'm concerned with the north end of the Linear Park. If there is criminal behavior, it will be right in someone's backyard.
  - Personally, I really like Village Square.
  - I'm concerned with the narrow streets. I'm sure the businesses won't like them. According to the Fourth Street South Corridor Study, eventually Fourth will connect to the airport and become a major corridor.
  - Are there different funding sources? There is a Fourth Street business group that has talked about the possibility of taxing themselves for some improvements. I've heard of grants for road improvements.
  - Is it easier to get money for infrastructure improvements or right-of-way acquisition?
  - How does the Kmart building affect this? There is more to this than the public square. We have to improve the rest of the corridor along with it or it won't be successful.
  - Implementation of either concept could be a catalyst for redevelopment.
  - I like parks to not be in people's backyards.
  - The parks would need to be maintained and kept nice.
  - I don't like the Linear Park because we don't have a handle on public intoxication. However, there is a public substation on Fourth Street now.
  - I love the greenbelt on the Linear Park though.
  - The neighborhood needs an event park. The Square needs to be set up for community events.
  - The neighborhoods do not want increased traffic on Third Street.
  - People live on King Street too. I'm not sure how they would feel.
  - Need to fix Third Street before making it a main street.
  - The Linear Park could be part of the FUTS trail.

#### **B.2.4 Community Stakeholders – Sunnyside Neighborhood Association**

- We really want a square of some kind.
- Will this impact property value?
  - Not sure, depends on its success; could stay the same or go up.
- Is there parking for the Square?
  - There is the Big Box area.
  - It could be wrapped with parallel parking.
  - There's the strip mall to south.
  - We see it as more for pedestrians.
- It will need more parking.



Maybe it needs a different name – greenbelt?

- The Fourth Street business group might have money to help with some improvements.
- The campus concept is noteworthy to bring up with FUSD & Coconino Community College. There could be a partnership with North Country Healthcare to create a medical school.
- The Fourth Street business group has talked about making Fourth Street a medical-oriented corridor.
- Concerned that median will hinder business access and encourage people to speed down the road
- Linear park is more attractive if it is less expensive
- Safety versus beauty of linear park, how to manage?
- Like separated bikeway and storm water management
- Planted medians won't work because of the left-turn restrictions.
- Two lanes won't work because there is too much traffic. Don't reduce the lanes.
- The solutions at 6th and 7th Avenues won't work. We need more alternatives.
- Parallel parking won't work.
- Businesses should provide parking.
- Pedestrian crossings are needed now, with median refuges.
- Work with businesses on landscaping.
- The Square will cause too much confusion.
- Remember this is a long-term plan.
- Make Fourth Street a destination.
- The gateway parks are good on the Linear concept.
- Slow traffic without restricting it.
- Add more traffic lights.
- Do a test-run on lane reduction.
- Some businesses saw improvement with Fourth Street overpass, others did not. It is hard to judge the causes and effects of the overpass, economy and marketing.
- Do the sidewalks need to be six feet wide?
  - There are federal requirements if federal money is involved.
- Use incentives to get businesses to make landscaping improvements themselves.
- How do pending City zoning changes impact this area?
  - Those changes are focused on downtown.
- Businesses next to the road will be impacted by the sidewalks.
- Some sacrifices are needed for the benefit of the

overall corridor.

## B.2.5 Community Stakeholders - Businesses

- I love the Linear concept. Do you know of a new WalMart planned on Huntington?
  - We have not gotten into that amount of detail yet. We're using City numbers and projections.
- What are the traffic projections?
  - We're using current numbers for now.
- Will removing businesses affect traffic?
- I believe traffic volumes will change with this.
- Fourth Street now has a lower vacancy rate than downtown.
- This is a fantasy.
- We don't need street-side parking with all the large parking lots here.
- Flagstaff is land-locked, limited. The Square takes land off the books. Why do we need it?
- I'm concerned with the median and restricted options on turning.
- Medians are bad for business due to access restrictions.
- This does not need to be so grandiose.
- I like the pedestrian crossings.
- Snow removal is restricted by medians too.
- Lane reduction will be the destruction of Fourth Street.
- How about pedestrian crossings at areas that don't affect ingress and egress?
- How about fewer medians rather than all along the street?
- I like the trees alongside the street.
- I'm opposed to imminent domain being used for this.
- A church is going into the old Pep Boys building, but it has no parking. Why does the City allow that?
- There is a possibility of changes at Mount Elden Middle School that could increase students and traffic.
- St. Pius Church will be selling their building within three to five years.
- The private road [behind Big Lots] isn't wide enough to become a City road.
- The Square could become a criminal activity area.
- The Square will kill all through-traffic.
- All traffic needs to be able to go straight through.
- We waited on the overpass to increase traffic for 40 years. The Square will reduce it again.



- This area is not an economic dud.
- Business had been dwindling before the overpass. Business increased immediately with the overpass.
- Offer business incentives to add landscaping themselves.
- Businesses on Highway 89 and Woodlands Boulevard with medians don't like them.
- A center turn lane is safer for merging onto the road.
- People have invested in these properties. You're messing with their livelihoods.
- You need to maintain access to businesses on the west side of the street for northbound traffic. The medians restrict access.
- Do not want medians except to provide refuge at pedestrian crossings
- Some do not want parallel parking
- Like pedestrian crossings and think they should be implemented quickly
- Do not want lane reductions
- Business owners think 4th Street is economically viable the way it is because rents are less expensive than anywhere else in Flagstaff
- Owners have seen increased traffic since the opening of the 4th Street Overpass and do not want to see this trend reversed
- Some felt both schemes were too "grandiose"
- General dislike of parallel parking
- Showing how redevelopment of the corridor would be implemented in phases is going to be important to convince business owners to buy into the long-term planning process

### **B.2.6 Community Stakeholders - Community Services**

- FUSD may close Killip Elementary and move the students to Mount Elden Middle School. So, potentially young children will be all around the Cedar/Lockett intersection.
- Make an overpass for students at Cedar. How will extending Cedar to King impact North Country Healthcare?
  - It will impact their parking lot.
- North Country Healthcare is expanding and adding parking. They now use 40 spaces at Coconino Community College for staff parking.
- The Square connects east and west more than the Linear Park.
- Can we add a pedestrian island at the center of the

Cedar/Lockett intersection?

- We could add an "all stop" pedestrian crossing.
- How hazardous would the Square be?
- More traffic on 7th Avenue makes it more dangerous.
- The connectivity pushes more vehicles into high-pedestrian neighborhoods.
- Look at moving the Square into the large parking lot north of 7th Avenue.
- Both concepts are very depending on working closely with property owners. A cooperative relationship is needed.
- Purchasing the church property on the north end is the most viable acquisition right now.
- Pocket parks can be expensive to maintain.
- The City needs to look at the St. Pius property now. Could it be part of the November bonds election?
- There will be a strong need for partnerships along corridor.
- The county is looking at moving some services to King Street.
- I'm concerned about potential gentrification. The City needs to work closely with the neighborhoods and take steps to avoid dislocation.
- The City should include Fourth Street improvements with the November bonds election regarding downtown parking.
- How would bus transit be impacted?
- More pedestrian facilities is great.
- What can be implemented now?
  - The raised median and pedestrian crossings.
- Other churches are looking at the St. Pius property. It's listed now.
- There is also a parcel at the north end where the proposed park is that is available.
- Avoid backups in front of the North Country Healthcare entrance.
- Cost of acquiring R.O.W. for Central Square is a concern
- Like the reopening of the Lockett/King Street connection
- Like the reality of implementing the park/ community center at the north end of 4th Street
- Like the ease of implementation of Linear Park Option versus Village Square Option
- Students like the idea of having a place to gather near the schools; need unprogrammed open space
- Don't anticipate transient problem, may even help



- Encouraged by the idea of phased implementation, would like to see more
- Feeling that Central Square will do a better job of bringing people together and becoming a destination other than the Linear Park Option
- Representatives from Mount Elden Middle School liked this option
- Seems more community-oriented than other option
- Why is the linear park on the east side of the street?
- Like the idea of a bikeway
- Like connection to FUTS trail
- Both options honor where the residents live and provide them with something they can be proud of
- Would like to see sustainable principles incorporated into both options
- Combine the two concepts. Use the Square concept from Route 66 to 7th Avenue, and the Linear concept from 7th to Cedar. Tie the Linear Park into the Village Square.
- The environmental elements in the concepts are good.
- Include bikeways on both sides of the street.
- The future of the large parking lot on 7th Avenue will impact this plan.
- The park on the north end has great potential.
- Traffic movement on the north end of the corridor is a concern.
- Implement some aspects sooner, such as pedestrian crossings and medians.
- Right-of-way acquisition is a long process. Focus on what is most feasible now.
- Pushing too much traffic into nearby neighborhoods and high pedestrian areas is a concern.
- This study needs input from youth groups. Check with Sunnyside Neighborhood Association and Killip Elementary School's Public Achievement Program.

## B.2.7 Community Stakeholders - Neighborhoods

- Could the traffic lights at the Square become yield signs?
  - That's an option.
- Would a foot bridge be used for pedestrians?
  - That's an option, but without a grade change from the outside of the Square to the inside, a foot bridge is not ideal.
- Will the reduced number of driveways cut down

business use?

- It needs to be looked at more closely. The final plans would likely end up with more driveways than these concepts show.
- Need to keep future land use in mind. These concepts could make this a high density area, per Flagstaff's regional plan.
- The maximum building height is 60 feet in the City.
- The City and businesses need to work as partners, collaboratively, using incentives and trade-offs.
- The Linear Park is similar to the Route 66 recent work.
- The Square would help to break the barriers between neighborhoods.
- The design needs to encourage historic/ethnic/cultural ties.
- I see potential to increase density, multi-story buildings, multi-use, mixed-use.
- The Square is more conducive to multi-use development.
- If Flagstaff continues growing and this corridor develops, the three lane road won't have longevity.
- Landscaped medians are safer for pedestrians.
- Trees and shade encourage pedestrian use.
- Separating the sidewalks from the street is great idea. It makes it more pedestrian-friendly.
- Is this designed for the existing corridor or for its potential for growth?
  - For its potential for growth.
- Planning needs to include business partnership planning, incentives, etc.
- Redevelopment needs to happen delicately, smart, retain small businesses.
- Need to fold this effort into other efforts such as the regional plan, zoning, etc.
- The connection to the Post Office is beneficial.
- A charter school could use the church at the north end, which would be surrounded by a park.
- Create a new grid with redevelopment opportunity.
- Surround Square with shops that have offices and apartments above them.
- Businesses could have outdoor eating, such as the cake shop with gelato.
- Shared driveways and street parking are great, but we need to know how business owners feel about it.
- The sidewalk around Fratelli's is great, but need to remember the nearby saloon and possibility of intoxicated people being in the area.



- It is the government's right to plan for and implement improvements. If property owners don't want to cooperate, the City can use eminent domain and pay them for the assessed value of their property to build the sidewalks, etc.
- Use the space around the Square, possibly for a larger library, a police substation and/or public restrooms.

## B.2.8 Public Meeting / Open House

The Public Open House took place December 16, 2009 at 5:30 p.m. at Mount Elden Middle School, and included approximately 30 individuals, 27 of whom signed in the optional guest book.

At the Public Open House, the project team offered the same presentation as had been given at the stakeholder workshops. Following the presentation, project team members set up three stations to review the plans more closely and directly with the Open House participants.

### *Public Meeting Comments*

The following notes represent statements made by participants at the public Open House, which completed the second Design Dialogue process. Each bullet point represents a statement made by one person. Often one person made multiple statements, which are listed separately.

- Does the Linear Park concept take any property at Lockett & Cedar?
  - Yes, two to three houses.
- The City would buy them?
  - Yes.
- Going northbound, how do drivers access businesses on the west side of the street?
  - In the Linear Park, the same as they do now.
  - In the Square concept, there are no left turns. Drivers would need to make u-turns or use side streets.
- Would landscaping block views of businesses?
  - Landscaping would be planned for business visibility.
- What is the estimated cost? Who pays for it?
  - We do not have detailed cost estimates at this point.
  - For the Linear Park, the major cost is infrastructure relocation.
  - For the Square, the major cost is right-of-way acquisition.
  - We think the two concepts would be relatively similar in cost.

- On Linear Park, did you look at putting the Village Green on the west side of the street and running 7th straight through and putting the curve on the west side of the street?
  - We looked at it. It could also curve to north.
- The presented plan works best with the Linear Park.
- Did you consider snow removal and traffic flow?
  - Snow could be pushed into the Linear Park and still maintain the sidewalks and bike way.
  - There is also room for storage at the parks and open spaces.
  - Some snow could be pushed onto medians in the Square concept.
- How will the lane reduction impact traffic volume and flow?
  - Annual daily traffic is about 14-15,000 on the north end and about 21,000 on the south end.
  - Three lanes should work fine north of 7th because the volume is low.
- How will the bus system work with this?
  - We have not located exact bus stop areas, but we recommend that the bus route follow the entire north/south corridor.
  - There would be pullouts or bays for buses on the Linear Park concept.
  - Buses would stop in the outside lane on the Square concept, as they do now.
- There are a lot of jaywalkers on Fourth Street. They are very visible now. With lots of trees, I won't be able to see them as well.
  - The designs follow criteria to retain visibility.
  - The designs also call for increased pedestrian crossings. There is only one place to legally cross now.
- Lockett is pretty busy already. Will the Linear Park increase that?
  - It might have more through-movement.
  - The changes to Fourth Street won't disperse much traffic.
  - What we want is traffic to slow down.
- I like the idea of having east-west through streets, but what happens when 7th Avenue becomes a major street? Will the study look at consequences of changing major arterials?
  - We looked at how to plan traffic-calming elements on 7th Avenue and other connecting streets.
  - We don't want to change the use of Fourth Street.
- On the 7th Avenue curve, another option is to curve it to the north.



- I'm concerned with interruptions to the Cedar/Lockett thoroughfare.
- Turning left onto Fourth northbound is hard all along the corridor.
- Look at Tucson model for rain/snow/water harvesting.
- A roundabout instead of square could keep traffic flowing better.
- Roundabouts are harder to get inside without an overpass or something.
- Use runoff water in place instead of trying to get rid of it.
- Fourth Street is crooked if you look south from the north end.
- What about emergency access during peak hours with only two lanes? How will they get through?
- Extend Linda Vista to Highway 89 where there currently is a dead end at the east end of Linda Vista.
- The Square could block views of the mountains from Fourth Street northbound.
- Need to study the last block up to Linda Vista more.
- Need to be cognizant of 4th Street north of Cedar/Lockett intersection
- Potential to open Linda Vista out to Highway 89 to relieve through traffic on Cedar/Lockett
- The Square concept is good:
  - Cosmopolitan;
  - Development opportunities;
  - Heart of Fourth Street;
  - Connectivity.
- The north end "campus" improves pedestrian safety.
- The City could buy the St. Pius Church and make it a library.
- Need a stronger Post Office connection.
- Combine concepts: use the Square from Route 66 to 7th Avenue, and the Linear Park from there to Cedar and Lockett.
- Transiency will likely be no worse with either concept.
- Focus on what can happen now with the phasing.
- Themes can be mixed; combine cultural themes with environmental themes.
- Respect the local population. They are the backbone of the neighborhood.

### **Additional Comments**

Additional comments were received by email and phone

from persons unable to attend the meetings but wishing to provide input:

- December 21, 2009 – Email from Deborah James:

Dear City Council Members,

I was interested to read the newspaper article about the proposed changes to Fourth Street. First of all, how much did the City spend to have those renderings drawn up before asking for public input as to whether we even wanted them done?

I feel that Fourth Street should become another business corridor much like Milton has become – however they should be businesses that people of the east side can afford to patronize. It would be a real boost to their surrounding neighborhoods and civic pride. (Walmart should never have moved!)

It is a pleasure now driving up Fourth Street from the overpass, but the traffic would become much less efficient if slowed down to one lane each way. This isn't a neighborhood street; it is a commercial street like Milton and Butler, and should be treated as such.

To add little parks would be a bad mistake. One park perhaps, but not several. Look what has happened to Bushmaster Park. They would just end up being drug trafficking and gang hangouts.

I am in favor of adding a median and two more pedestrian crosswalks that are clearly marked. I see people J-walking all the time and the street currently is not safe for pedestrians.

Thank you for considering my comments.

- December 18, 2009 – Email from Judy Conn, owner of Conn Pest Control

I attended the 8 a.m. workshop but just wanted to restate what I liked/disliked about the plans.

- No divided road due to business access on the west side of the street unless a different design allows easy access without driving around the block every time to get into the business.
- Keep current lanes, do not narrow.
- I like the realignment of cedar and 6th/7th without the square. That seems awkward and would bottle neck traffic.



- I like connecting Greenlaw and Felice etc through to King.
- The crosswalks are absolutely necessary. As is completing sidewalks the length of Fourth.
- Connecting Third to Cedar is good.
- Park north of Cedar is good.
- Perhaps additional/different traffic controls on Fourth other than just one light at 7th would slow the traffic to the current speed limit without reducing it.
- Don't care to be another "downtown". Safety and traffic flow more important.
- Absolutely no parallel parking on the street.
- Look at other parking options. (public lots) Perhaps college lots etc can be used on weekends for events etc.
- Flagstaff is a mountain/college town and Fourth Street should reflect that theme.

That is all I can think of now. Thanks for your efforts.

- September 8, 2009 – phone conversation with Ziggy Wauro, property owner
  - This is an important project, and the city needs to be aggressive.
  - Get the university and youth groups involved.
  - We need to control the blight.



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# Appendix C - Traffic Data

## C.1 Traffic Volume Counts

The following charts list the northbound and southbound traffic counts collected 3 locations along 4th Street; south of Linda Vista Lane, between Geenlaw Lane and Felice Avenue, and between 5th Avenue and 4th Avenue. Counts were take over the course of 9 days between Tuesday, October 27, 2009 and Wednesday, November 4, 2009. Each day recorded traffic counts over a 24 hour period, except on the first and last days of the counts where the number of hours recorded varies by location.

### C.1.1 Traffic Counts South of Linda Vista

Start Date: 10/27/2009					
Start Time: 3:30:00 PM					
Site Code: South of Linda Vista					
Number	Date	Time	NB	SB	Total
1	10/27/2009	03:30 PM	51	28	79
2	10/27/2009	03:45 PM	48	31	79
3	10/27/2009	04:00 PM	24	36	60
4	10/27/2009	04:15 PM	31	37	68
5	10/27/2009	04:30 PM	14	23	37
6	10/27/2009	04:45 PM	32	30	62
7	10/27/2009	05:00 PM	23	32	55
8	10/27/2009	05:15 PM	34	34	68
9	10/27/2009	05:30 PM	27	29	56
10	10/27/2009	05:45 PM	35	35	70
11	10/27/2009	06:00 PM	47	26	73
12	10/27/2009	06:15 PM	32	29	61
13	10/27/2009	06:30 PM	30	25	55
14	10/27/2009	06:45 PM	35	30	65
15	10/27/2009	07:00 PM	39	14	53
16	10/27/2009	07:15 PM	31	29	60
17	10/27/2009	07:30 PM	24	14	38
18	10/27/2009	07:45 PM	15	9	24
19	10/27/2009	08:00 PM	11	19	30
20	10/27/2009	08:15 PM	20	11	31
21	10/27/2009	08:30 PM	13	8	21
22	10/27/2009	08:45 PM	5	6	11
23	10/27/2009	09:00 PM	10	6	16
24	10/27/2009	09:15 PM	7	12	19
25	10/27/2009	09:30 PM	6	12	18
26	10/27/2009	09:45 PM	11	6	17
27	10/27/2009	10:00 PM	10	6	16
28	10/27/2009	10:15 PM	7	3	10
29	10/27/2009	10:30 PM	5	5	10
30	10/27/2009	10:45 PM	5	2	7
31	10/27/2009	11:00 PM	7	2	9
32	10/27/2009	11:15 PM	2	3	5

Number	Date	Time	NB	SB	Total
33	10/27/2009	11:30 PM	2	3	5
34	10/27/2009	11:45 PM	4	4	8
Daily Total*			697	599	1296
35	10/28/2009	12:00 AM	4	1	5
36	10/28/2009	12:15 AM	5	1	6
37	10/28/2009	12:30 AM	0	1	1
38	10/28/2009	12:45 AM	5	2	7
39	10/28/2009	01:00 AM	0	0	0
40	10/28/2009	01:15 AM	0	0	0
41	10/28/2009	01:30 AM	0	0	0
42	10/28/2009	01:45 AM	0	0	0
43	10/28/2009	02:00 AM	1	1	2
44	10/28/2009	02:15 AM	1	1	2
45	10/28/2009	02:30 AM	0	0	0
46	10/28/2009	02:45 AM	1	0	1
47	10/28/2009	03:00 AM	0	1	1
48	10/28/2009	03:15 AM	0	0	0
49	10/28/2009	03:30 AM	0	0	0
50	10/28/2009	03:45 AM	0	0	0
51	10/28/2009	04:00 AM	1	1	2
52	10/28/2009	04:15 AM	2	0	2
53	10/28/2009	04:30 AM	2	0	2
54	10/28/2009	04:45 AM	0	1	1
55	10/28/2009	05:00 AM	0	0	0
56	10/28/2009	05:15 AM	0	0	0
57	10/28/2009	05:30 AM	1	1	2
58	10/28/2009	05:45 AM	0	0	0
59	10/28/2009	06:00 AM	0	1	1
60	10/28/2009	06:15 AM	0	2	2
61	10/28/2009	06:30 AM	3	9	12
62	10/28/2009	06:45 AM	1	7	8
63	10/28/2009	07:00 AM	0	3	3



Number	Date	Time	NB	SB	Total
64	10/28/2009	07:15 AM	0	3	3
65	10/28/2009	07:30 AM	8	10	18
66	10/28/2009	07:45 AM	6	14	20
67	10/28/2009	08:00 AM	10	25	35
68	10/28/2009	08:15 AM	14	32	46
69	10/28/2009	08:30 AM	32	35	67
70	10/28/2009	08:45 AM	46	15	61
71	10/28/2009	09:00 AM	35	27	62
72	10/28/2009	09:15 AM	25	26	51
73	10/28/2009	09:30 AM	21	38	59
74	10/28/2009	09:45 AM	23	34	57
75	10/28/2009	10:00 AM	14	16	30
76	10/28/2009	10:15 AM	11	15	26
77	10/28/2009	10:30 AM	28	12	40
78	10/28/2009	10:45 AM	17	17	34
79	10/28/2009	11:00 AM	13	21	34
80	10/28/2009	11:15 AM	14	18	32
81	10/28/2009	11:30 AM	7	18	25
82	10/28/2009	11:45 AM	10	20	30
83	10/28/2009	12:00 PM	16	9	25
84	10/28/2009	12:15 PM	13	16	29
85	10/28/2009	12:30 PM	21	17	38
86	10/28/2009	12:45 PM	19	19	38
87	10/28/2009	01:00 PM	23	32	55
88	10/28/2009	01:15 PM	14	21	35
89	10/28/2009	01:30 PM	16	16	32
90	10/28/2009	01:45 PM	32	16	48
91	10/28/2009	02:00 PM	16	30	46
92	10/28/2009	02:15 PM	29	20	49
93	10/28/2009	02:30 PM	12	14	26
94	10/28/2009	02:45 PM	17	22	39
95	10/28/2009	03:00 PM	23	34	57
96	10/28/2009	03:15 PM	22	15	37
97	10/28/2009	03:30 PM	48	21	69
98	10/28/2009	03:45 PM	37	19	56
99	10/28/2009	04:00 PM	34	42	76
100	10/28/2009	04:15 PM	26	22	48
101	10/28/2009	04:30 PM	21	24	45
102	10/28/2009	04:45 PM	25	28	53
103	10/28/2009	05:00 PM	35	34	69
104	10/28/2009	05:15 PM	36	30	66
105	10/28/2009	05:30 PM	38	27	65
106	10/28/2009	05:45 PM	20	24	44
107	10/28/2009	06:00 PM	33	20	53
108	10/28/2009	06:15 PM	20	22	42
109	10/28/2009	06:30 PM	26	23	49

Number	Date	Time	NB	SB	Total
110	10/28/2009	06:45 PM	26	18	44
111	10/28/2009	07:00 PM	24	16	40
112	10/28/2009	07:15 PM	20	18	38
113	10/28/2009	07:30 PM	23	4	27
114	10/28/2009	07:45 PM	19	5	24
115	10/28/2009	08:00 PM	24	6	30
116	10/28/2009	08:15 PM	13	5	18
117	10/28/2009	08:30 PM	15	5	20
118	10/28/2009	08:45 PM	20	2	22
119	10/28/2009	09:00 PM	18	10	28
120	10/28/2009	09:15 PM	23	8	31
121	10/28/2009	09:30 PM	14	9	23
122	10/28/2009	09:45 PM	9	6	15
123	10/28/2009	10:00 PM	11	3	14
124	10/28/2009	10:15 PM	8	2	10
125	10/28/2009	10:30 PM	4	6	10
126	10/28/2009	10:45 PM	6	4	10
127	10/28/2009	11:00 PM	4	3	7
128	10/28/2009	11:15 PM	6	7	13
129	10/28/2009	11:30 PM	8	4	12
130	10/28/2009	11:45 PM	0	2	2
<b>Daily Total</b>			<b>1328</b>	<b>1189</b>	<b>2517</b>
131	10/29/2009	12:00 AM	5	0	5
132	10/29/2009	12:15 AM	3	1	4
133	10/29/2009	12:30 AM	7	1	8
134	10/29/2009	12:45 AM	0	1	1
135	10/29/2009	01:00 AM	1	1	2
136	10/29/2009	01:15 AM	1	3	4
137	10/29/2009	01:30 AM	1	1	2
138	10/29/2009	01:45 AM	0	0	0
139	10/29/2009	02:00 AM	0	1	1
140	10/29/2009	02:15 AM	0	0	0
141	10/29/2009	02:30 AM	1	0	1
142	10/29/2009	02:45 AM	1	0	1
143	10/29/2009	03:00 AM	1	0	1
144	10/29/2009	03:15 AM	0	3	3
145	10/29/2009	03:30 AM	1	0	1
146	10/29/2009	03:45 AM	1	1	2
147	10/29/2009	04:00 AM	0	0	0
148	10/29/2009	04:15 AM	2	0	2
149	10/29/2009	04:30 AM	0	0	0
150	10/29/2009	04:45 AM	2	2	4
151	10/29/2009	05:00 AM	0	0	0
152	10/29/2009	05:15 AM	2	2	4
153	10/29/2009	05:30 AM	0	3	3
154	10/29/2009	05:45 AM	0	2	2



Number	Date	Time	NB	SB	Total
155	10/29/2009	06:00 AM	0	3	3
156	10/29/2009	06:15 AM	1	2	3
157	10/29/2009	06:30 AM	1	6	7
158	10/29/2009	06:45 AM	1	10	11
159	10/29/2009	07:00 AM	6	4	10
160	10/29/2009	07:15 AM	1	6	7
161	10/29/2009	07:30 AM	11	11	22
162	10/29/2009	07:45 AM	10	11	21
163	10/29/2009	08:00 AM	17	31	48
164	10/29/2009	08:15 AM	38	33	71
165	10/29/2009	08:30 AM	50	29	79
166	10/29/2009	08:45 AM	46	3	49
167	10/29/2009	09:00 AM	51	13	64
168	10/29/2009	09:15 AM	35	24	59
169	10/29/2009	09:30 AM	25	32	57
170	10/29/2009	09:45 AM	20	19	39
171	10/29/2009	10:00 AM	21	28	49
172	10/29/2009	10:15 AM	10	15	25
173	10/29/2009	10:30 AM	13	15	28
174	10/29/2009	10:45 AM	11	17	28
175	10/29/2009	11:00 AM	18	16	34
176	10/29/2009	11:15 AM	21	16	37
177	10/29/2009	11:30 AM	13	15	28
178	10/29/2009	11:45 AM	26	15	41
179	10/29/2009	12:00 PM	27	32	59
180	10/29/2009	12:15 PM	22	20	42
181	10/29/2009	12:30 PM	23	16	39
182	10/29/2009	12:45 PM	26	24	50
183	10/29/2009	01:00 PM	15	28	43
184	10/29/2009	01:15 PM	24	20	44
185	10/29/2009	01:30 PM	23	17	40
186	10/29/2009	01:45 PM	21	21	42
187	10/29/2009	02:00 PM	25	19	44
188	10/29/2009	02:15 PM	14	16	30
189	10/29/2009	02:30 PM	16	7	23
190	10/29/2009	02:45 PM	11	10	21
191	10/29/2009	03:00 PM	26	16	42
192	10/29/2009	03:15 PM	22	11	33
193	10/29/2009	03:30 PM	36	12	48
194	10/29/2009	03:45 PM	26	14	40
195	10/29/2009	04:00 PM	29	24	53
196	10/29/2009	04:15 PM	24	20	44
197	10/29/2009	04:30 PM	21	30	51
198	10/29/2009	04:45 PM	22	23	45
199	10/29/2009	05:00 PM	38	19	57
200	10/29/2009	05:15 PM	29	17	46

Number	Date	Time	NB	SB	Total
201	10/29/2009	05:30 PM	43	30	73
202	10/29/2009	05:45 PM	46	21	67
203	10/29/2009	06:00 PM	49	19	68
204	10/29/2009	06:15 PM	46	29	75
205	10/29/2009	06:30 PM	46	21	67
206	10/29/2009	06:45 PM	35	28	63
207	10/29/2009	07:00 PM	25	21	46
208	10/29/2009	07:15 PM	24	26	50
209	10/29/2009	07:30 PM	26	17	43
210	10/29/2009	07:45 PM	37	11	48
211	10/29/2009	08:00 PM	23	14	37
212	10/29/2009	08:15 PM	10	11	21
213	10/29/2009	08:30 PM	15	8	23
214	10/29/2009	08:45 PM	22	12	34
215	10/29/2009	09:00 PM	10	6	16
216	10/29/2009	09:15 PM	15	6	21
217	10/29/2009	09:30 PM	16	17	33
218	10/29/2009	09:45 PM	24	12	36
219	10/29/2009	10:00 PM	15	10	25
220	10/29/2009	10:15 PM	15	5	20
221	10/29/2009	10:30 PM	10	3	13
222	10/29/2009	10:45 PM	3	1	4
223	10/29/2009	11:00 PM	8	1	9
224	10/29/2009	11:15 PM	11	3	14
225	10/29/2009	11:30 PM	4	2	6
226	10/29/2009	11:45 PM	5	2	7
<b>Daily Total</b>			<b>1578</b>	<b>1148</b>	<b>2726</b>
227	10/30/2009	12:00 AM	1	1	2
228	10/30/2009	12:15 AM	4	1	5
229	10/30/2009	12:30 AM	1	1	2
230	10/30/2009	12:45 AM	1	1	2
231	10/30/2009	01:00 AM	3	1	4
232	10/30/2009	01:15 AM	1	0	1
233	10/30/2009	01:30 AM	2	0	2
234	10/30/2009	01:45 AM	1	0	1
235	10/30/2009	02:00 AM	2	0	2
236	10/30/2009	02:15 AM	2	0	2
237	10/30/2009	02:30 AM	0	0	0
238	10/30/2009	02:45 AM	1	0	1
239	10/30/2009	03:00 AM	3	0	3
240	10/30/2009	03:15 AM	1	0	1
241	10/30/2009	03:30 AM	0	0	0
242	10/30/2009	03:45 AM	1	0	1
243	10/30/2009	04:00 AM	0	0	0
244	10/30/2009	04:15 AM	2	0	2
245	10/30/2009	04:30 AM	1	0	1



Number	Date	Time	NB	SB	Total
246	10/30/2009	04:45 AM	0	0	0
247	10/30/2009	05:00 AM	0	0	0
248	10/30/2009	05:15 AM	2	0	2
249	10/30/2009	05:30 AM	2	0	2
250	10/30/2009	05:45 AM	0	0	0
251	10/30/2009	06:00 AM	4	0	4
252	10/30/2009	06:15 AM	2	0	2
253	10/30/2009	06:30 AM	4	3	7
254	10/30/2009	06:45 AM	9	1	10
255	10/30/2009	07:00 AM	4	1	5
256	10/30/2009	07:15 AM	5	2	7
257	10/30/2009	07:30 AM	5	2	7
258	10/30/2009	07:45 AM	18	3	21
259	10/30/2009	08:00 AM	24	13	37
260	10/30/2009	08:15 AM	45	8	53
261	10/30/2009	08:30 AM	56	3	59
262	10/30/2009	08:45 AM	60	5	65
263	10/30/2009	09:00 AM	57	10	67
264	10/30/2009	09:15 AM	31	9	40
265	10/30/2009	09:30 AM	26	16	42
266	10/30/2009	09:45 AM	25	20	45
267	10/30/2009	10:00 AM	19	19	38
268	10/30/2009	10:15 AM	14	10	24
269	10/30/2009	10:30 AM	16	10	26
270	10/30/2009	10:45 AM	13	12	25
271	10/30/2009	11:00 AM	12	9	21
272	10/30/2009	11:15 AM	14	14	28
273	10/30/2009	11:30 AM	20	3	23
274	10/30/2009	11:45 AM	26	14	40
275	10/30/2009	12:00 PM	20	27	47
276	10/30/2009	12:15 PM	15	20	35
277	10/30/2009	12:30 PM	19	19	38
278	10/30/2009	12:45 PM	30	14	44
279	10/30/2009	01:00 PM	51	12	63
280	10/30/2009	01:15 PM	31	21	52
281	10/30/2009	01:30 PM	29	20	49
282	10/30/2009	01:45 PM	30	16	46
283	10/30/2009	02:00 PM	21	16	37
284	10/30/2009	02:15 PM	20	16	36
285	10/30/2009	02:30 PM	15	27	42
286	10/30/2009	02:45 PM	17	13	30
287	10/30/2009	03:00 PM	18	13	31
288	10/30/2009	03:15 PM	19	21	40
289	10/30/2009	03:30 PM	35	25	60
290	10/30/2009	03:45 PM	21	26	47
291	10/30/2009	04:00 PM	23	23	46

Number	Date	Time	NB	SB	Total
292	10/30/2009	04:15 PM	27	24	51
293	10/30/2009	04:30 PM	27	26	53
294	10/30/2009	04:45 PM	27	28	55
295	10/30/2009	05:00 PM	35	19	54
296	10/30/2009	05:15 PM	29	35	64
297	10/30/2009	05:30 PM	33	28	61
298	10/30/2009	05:45 PM	18	26	44
299	10/30/2009	06:00 PM	38	25	63
300	10/30/2009	06:15 PM	33	26	59
301	10/30/2009	06:30 PM	43	36	79
302	10/30/2009	06:45 PM	34	31	65
303	10/30/2009	07:00 PM	34	26	60
304	10/30/2009	07:15 PM	34	21	55
305	10/30/2009	07:30 PM	24	27	51
306	10/30/2009	07:45 PM	21	21	42
307	10/30/2009	08:00 PM	30	23	53
308	10/30/2009	08:15 PM	18	13	31
309	10/30/2009	08:30 PM	25	13	38
310	10/30/2009	08:45 PM	20	11	31
311	10/30/2009	09:00 PM	19	9	28
312	10/30/2009	09:15 PM	22	7	29
313	10/30/2009	09:30 PM	9	7	16
314	10/30/2009	09:45 PM	12	7	19
315	10/30/2009	10:00 PM	19	3	22
316	10/30/2009	10:15 PM	19	6	25
317	10/30/2009	10:30 PM	18	7	25
318	10/30/2009	10:45 PM	15	2	17
319	10/30/2009	11:00 PM	12	6	18
320	10/30/2009	11:15 PM	14	4	18
321	10/30/2009	11:30 PM	7	0	7
322	10/30/2009	11:45 PM	8	2	10
<b>Daily Total</b>			<b>1678</b>	<b>1040</b>	<b>2718</b>
323	10/31/2009	12:00 AM	12	1	13
324	10/31/2009	12:15 AM	7	3	10
325	10/31/2009	12:30 AM	2	0	2
326	10/31/2009	12:45 AM	5	2	7
327	10/31/2009	01:00 AM	2	1	3
328	10/31/2009	01:15 AM	4	2	6
329	10/31/2009	01:30 AM	2	2	4
330	10/31/2009	01:45 AM	5	2	7
331	10/31/2009	02:00 AM	4	1	5
332	10/31/2009	02:15 AM	3	1	4
333	10/31/2009	02:30 AM	3	0	3
334	10/31/2009	02:45 AM	1	0	1
335	10/31/2009	03:00 AM	0	0	0
336	10/31/2009	03:15 AM	2	0	2



Number	Date	Time	NB	SB	Total
337	10/31/2009	03:30 AM	2	1	3
338	10/31/2009	03:45 AM	1	0	1
339	10/31/2009	04:00 AM	0	0	0
340	10/31/2009	04:15 AM	2	1	3
341	10/31/2009	04:30 AM	0	2	2
342	10/31/2009	04:45 AM	0	0	0
343	10/31/2009	05:00 AM	0	0	0
344	10/31/2009	05:15 AM	4	0	4
345	10/31/2009	05:30 AM	1	0	1
346	10/31/2009	05:45 AM	0	0	0
347	10/31/2009	06:00 AM	0	1	1
348	10/31/2009	06:15 AM	1	0	1
349	10/31/2009	06:30 AM	4	0	4
350	10/31/2009	06:45 AM	4	0	4
351	10/31/2009	07:00 AM	2	1	3
352	10/31/2009	07:15 AM	2	0	2
353	10/31/2009	07:30 AM	3	0	3
354	10/31/2009	07:45 AM	5	2	7
355	10/31/2009	08:00 AM	7	2	9
356	10/31/2009	08:15 AM	8	0	8
357	10/31/2009	08:30 AM	5	4	9
358	10/31/2009	08:45 AM	11	4	15
359	10/31/2009	09:00 AM	5	5	10
360	10/31/2009	09:15 AM	9	8	17
361	10/31/2009	09:30 AM	12	14	26
362	10/31/2009	09:45 AM	9	17	26
363	10/31/2009	10:00 AM	14	17	31
364	10/31/2009	10:15 AM	8	13	21
365	10/31/2009	10:30 AM	14	30	44
366	10/31/2009	10:45 AM	12	17	29
367	10/31/2009	11:00 AM	10	22	32
368	10/31/2009	11:15 AM	15	16	31
369	10/31/2009	11:30 AM	15	22	37
370	10/31/2009	11:45 AM	21	26	47
371	10/31/2009	12:00 PM	19	24	43
372	10/31/2009	12:15 PM	17	18	35
373	10/31/2009	12:30 PM	12	25	37
374	10/31/2009	12:45 PM	15	29	44
375	10/31/2009	01:00 PM	21	23	44
376	10/31/2009	01:15 PM	15	22	37
377	10/31/2009	01:30 PM	16	24	40
378	10/31/2009	01:45 PM	20	24	44
379	10/31/2009	02:00 PM	19	15	34
380	10/31/2009	02:15 PM	17	17	34
381	10/31/2009	02:30 PM	21	27	48
382	10/31/2009	02:45 PM	24	18	42

Number	Date	Time	NB	SB	Total
383	10/31/2009	03:00 PM	27	24	51
384	10/31/2009	03:15 PM	15	21	36
385	10/31/2009	03:30 PM	23	25	48
386	10/31/2009	03:45 PM	24	19	43
387	10/31/2009	04:00 PM	24	27	51
388	10/31/2009	04:15 PM	22	13	35
389	10/31/2009	04:30 PM	23	14	37
390	10/31/2009	04:45 PM	29	12	41
391	10/31/2009	05:00 PM	20	10	30
392	10/31/2009	05:15 PM	23	17	40
393	10/31/2009	05:30 PM	13	26	39
394	10/31/2009	05:45 PM	14	20	34
395	10/31/2009	06:00 PM	27	21	48
396	10/31/2009	06:15 PM	34	20	54
397	10/31/2009	06:30 PM	29	15	44
398	10/31/2009	06:45 PM	46	21	67
399	10/31/2009	07:00 PM	57	18	75
400	10/31/2009	07:15 PM	41	25	66
401	10/31/2009	07:30 PM	40	30	70
402	10/31/2009	07:45 PM	26	26	52
403	10/31/2009	08:00 PM	39	36	75
404	10/31/2009	08:15 PM	37	20	57
405	10/31/2009	08:30 PM	29	25	54
406	10/31/2009	08:45 PM	34	32	66
407	10/31/2009	09:00 PM	33	29	62
408	10/31/2009	09:15 PM	28	41	69
409	10/31/2009	09:30 PM	19	27	46
410	10/31/2009	09:45 PM	21	23	44
411	10/31/2009	10:00 PM	14	21	35
412	10/31/2009	10:15 PM	9	16	25
413	10/31/2009	10:30 PM	18	11	29
414	10/31/2009	10:45 PM	15	10	25
415	10/31/2009	11:00 PM	16	18	34
416	10/31/2009	11:15 PM	14	9	23
417	10/31/2009	11:30 PM	5	8	13
418	10/31/2009	11:45 PM	8	8	16
<b>Daily Total*</b>			<b>1370</b>	<b>1244</b>	<b>2614</b>
419	11/1/2009	12:00 AM	9	2	11
420	11/1/2009	12:15 AM	9	9	18
421	11/1/2009	12:30 AM	11	2	13
422	11/1/2009	12:45 AM	5	2	7
423	11/1/2009	01:00 AM	4	3	7
424	11/1/2009	01:15 AM	6	4	10
425	11/1/2009	01:30 AM	5	1	6
426	11/1/2009	01:45 AM	8	4	12
427	11/1/2009	02:00 AM	4	2	6



Number	Date	Time	NB	SB	Total
428	11/1/2009	02:15 AM	6	1	7
429	11/1/2009	02:30 AM	1	2	3
430	11/1/2009	02:45 AM	3	4	7
431	11/1/2009	03:00 AM	1	2	3
432	11/1/2009	03:15 AM	1	4	5
433	11/1/2009	03:30 AM	4	2	6
434	11/1/2009	03:45 AM	2	1	3
435	11/1/2009	04:00 AM	3	0	3
436	11/1/2009	04:15 AM	0	1	1
437	11/1/2009	04:30 AM	1	0	1
438	11/1/2009	04:45 AM	1	1	2
439	11/1/2009	05:00 AM	4	1	5
440	11/1/2009	05:15 AM	2	1	3
441	11/1/2009	05:30 AM	2	1	3
442	11/1/2009	05:45 AM	2	0	2
443	11/1/2009	06:00 AM	2	1	3
444	11/1/2009	06:15 AM	0	0	0
445	11/1/2009	06:30 AM	1	1	2
446	11/1/2009	06:45 AM	1	1	2
447	11/1/2009	07:00 AM	2	3	5
448	11/1/2009	07:15 AM	3	0	3
449	11/1/2009	07:30 AM	3	1	4
450	11/1/2009	07:45 AM	6	0	6
451	11/1/2009	08:00 AM	3	1	4
452	11/1/2009	08:15 AM	7	1	8
453	11/1/2009	08:30 AM	9	3	12
454	11/1/2009	08:45 AM	8	9	17
455	11/1/2009	09:00 AM	21	3	24
456	11/1/2009	09:15 AM	25	1	26
457	11/1/2009	09:30 AM	11	5	16
458	11/1/2009	09:45 AM	25	13	38
459	11/1/2009	10:00 AM	44	14	58
460	11/1/2009	10:15 AM	72	7	79
461	11/1/2009	10:30 AM	34	27	61
462	11/1/2009	10:45 AM	17	18	35
463	11/1/2009	11:00 AM	16	13	29
464	11/1/2009	11:15 AM	13	22	35
465	11/1/2009	11:30 AM	18	22	40
466	11/1/2009	11:45 AM	32	58	90
467	11/1/2009	12:00 PM	21	44	65
468	11/1/2009	12:15 PM	13	33	46
469	11/1/2009	12:30 PM	17	12	29
470	11/1/2009	12:45 PM	14	23	37
471	11/1/2009	01:00 PM	17	47	64
472	11/1/2009	01:15 PM	21	46	67
473	11/1/2009	01:30 PM	16	49	65

Number	Date	Time	NB	SB	Total
474	11/1/2009	01:45 PM	14	30	44
475	11/1/2009	02:00 PM	13	21	34
476	11/1/2009	02:15 PM	8	16	24
477	11/1/2009	02:30 PM	16	25	41
478	11/1/2009	02:45 PM	11	14	25
479	11/1/2009	03:00 PM	14	15	29
480	11/1/2009	03:15 PM	12	22	34
481	11/1/2009	03:30 PM	20	18	38
482	11/1/2009	03:45 PM	11	9	20
483	11/1/2009	04:00 PM	16	14	30
484	11/1/2009	04:15 PM	20	19	39
485	11/1/2009	04:30 PM	18	8	26
486	11/1/2009	04:45 PM	11	8	19
487	11/1/2009	05:00 PM	17	18	35
488	11/1/2009	05:15 PM	18	15	33
489	11/1/2009	05:30 PM	17	10	27
490	11/1/2009	05:45 PM	19	24	43
491	11/1/2009	06:00 PM	15	19	34
492	11/1/2009	06:15 PM	17	20	37
493	11/1/2009	06:30 PM	22	20	42
494	11/1/2009	06:45 PM	20	8	28
495	11/1/2009	07:00 PM	13	12	25
496	11/1/2009	07:15 PM	25	8	33
497	11/1/2009	07:30 PM	13	9	22
498	11/1/2009	07:45 PM	20	14	34
499	11/1/2009	08:00 PM	24	14	38
500	11/1/2009	08:15 PM	14	23	37
501	11/1/2009	08:30 PM	12	17	29
502	11/1/2009	08:45 PM	9	6	15
503	11/1/2009	09:00 PM	18	12	30
504	11/1/2009	09:15 PM	9	4	13
505	11/1/2009	09:30 PM	10	8	18
506	11/1/2009	09:45 PM	6	5	11
507	11/1/2009	10:00 PM	8	2	10
508	11/1/2009	10:15 PM	5	3	8
509	11/1/2009	10:30 PM	5	3	8
510	11/1/2009	10:45 PM	2	1	3
511	11/1/2009	11:00 PM	5	1	6
512	11/1/2009	11:15 PM	7	2	9
513	11/1/2009	11:30 PM	5	3	8
514	11/1/2009	11:45 PM	1	2	3
<b>Daily Total*</b>			<b>1126</b>	<b>1030</b>	<b>2156</b>
515	11/2/2009	12:00 AM	5	5	10
516	11/2/2009	12:15 AM	3	1	4
517	11/2/2009	12:30 AM	0	0	0
518	11/2/2009	12:45 AM	4	1	5



Number	Date	Time	NB	SB	Total
519	11/2/2009	01:00 AM	1	0	1
520	11/2/2009	01:15 AM	3	2	5
521	11/2/2009	01:30 AM	0	2	2
522	11/2/2009	01:45 AM	0	0	0
523	11/2/2009	02:00 AM	1	2	3
524	11/2/2009	02:15 AM	2	1	3
525	11/2/2009	02:30 AM	3	1	4
526	11/2/2009	02:45 AM	2	0	2
527	11/2/2009	03:00 AM	2	0	2
528	11/2/2009	03:15 AM	0	0	0
529	11/2/2009	03:30 AM	1	0	1
530	11/2/2009	03:45 AM	0	0	0
531	11/2/2009	04:00 AM	0	0	0
532	11/2/2009	04:15 AM	2	0	2
533	11/2/2009	04:30 AM	2	0	2
534	11/2/2009	04:45 AM	0	0	0
535	11/2/2009	05:00 AM	0	0	0
536	11/2/2009	05:15 AM	0	0	0
537	11/2/2009	05:30 AM	1	0	1
538	11/2/2009	05:45 AM	2	0	2
539	11/2/2009	06:00 AM	2	0	2
540	11/2/2009	06:15 AM	4	0	4
541	11/2/2009	06:30 AM	5	0	5
542	11/2/2009	06:45 AM	7	0	7
543	11/2/2009	07:00 AM	4	0	4
544	11/2/2009	07:15 AM	6	0	6
545	11/2/2009	07:30 AM	10	0	10
546	11/2/2009	07:45 AM	14	0	14
547	11/2/2009	08:00 AM	33	0	33
548	11/2/2009	08:15 AM	50	0	50
549	11/2/2009	08:30 AM	64	0	64
550	11/2/2009	08:45 AM	67	1	68
551	11/2/2009	09:00 AM	61	0	61
552	11/2/2009	09:15 AM	60	0	60
553	11/2/2009	09:30 AM	42	0	42
554	11/2/2009	09:45 AM	29	0	29
555	11/2/2009	10:00 AM	37	0	37
556	11/2/2009	10:15 AM	23	0	23
557	11/2/2009	10:30 AM	23	0	23
558	11/2/2009	10:45 AM	24	0	24
559	11/2/2009	11:00 AM	24	0	24
560	11/2/2009	11:15 AM	29	0	29
561	11/2/2009	11:30 AM	27	0	27
562	11/2/2009	11:45 AM	23	0	23
563	11/2/2009	12:00 PM	19	0	19

Number	Date	Time	NB	SB	Total
564	11/2/2009	12:15 PM	30	0	30
565	11/2/2009	12:30 PM	30	0	30
566	11/2/2009	12:45 PM	29	0	29
567	11/2/2009	01:00 PM	40	0	40
568	11/2/2009	01:15 PM	27	0	27
569	11/2/2009	01:30 PM	22	0	22
570	11/2/2009	01:45 PM	26	0	26
571	11/2/2009	02:00 PM	38	0	38
572	11/2/2009	02:15 PM	30	0	30
573	11/2/2009	02:30 PM	24	0	24
574	11/2/2009	02:45 PM	23	0	23
575	11/2/2009	03:00 PM	35	0	35
576	11/2/2009	03:15 PM	38	0	38
577	11/2/2009	03:30 PM	76	0	76
578	11/2/2009	03:45 PM	49	0	49
579	11/2/2009	04:00 PM	63	0	63
580	11/2/2009	04:15 PM	45	0	45
581	11/2/2009	04:30 PM	41	0	41
582	11/2/2009	04:45 PM	40	0	40
583	11/2/2009	05:00 PM	50	0	50
584	11/2/2009	05:15 PM	48	0	48
585	11/2/2009	05:30 PM	34	0	34
586	11/2/2009	05:45 PM	45	0	45
587	11/2/2009	06:00 PM	42	0	42
588	11/2/2009	06:15 PM	49	0	49
589	11/2/2009	06:30 PM	45	0	45
590	11/2/2009	06:45 PM	38	0	38
591	11/2/2009	07:00 PM	39	0	39
592	11/2/2009	07:15 PM	39	0	39
593	11/2/2009	07:30 PM	34	0	34
594	11/2/2009	07:45 PM	18	0	18
595	11/2/2009	08:00 PM	28	0	28
596	11/2/2009	08:15 PM	24	0	24
597	11/2/2009	08:30 PM	16	0	16
598	11/2/2009	08:45 PM	22	0	22
599	11/2/2009	09:00 PM	16	0	16
600	11/2/2009	09:15 PM	18	0	18
601	11/2/2009	09:30 PM	8	0	8
602	11/2/2009	09:45 PM	16	0	16
603	11/2/2009	10:00 PM	13	0	13
604	11/2/2009	10:15 PM	14	0	14
605	11/2/2009	10:30 PM	11	0	11
606	11/2/2009	10:45 PM	6	0	6
607	11/2/2009	11:00 PM	12	0	12
608	11/2/2009	11:15 PM	7	0	7



Number	Date	Time	NB	SB	Total
609	11/2/2009	11:30 PM	9	0	9
610	11/2/2009	11:45 PM	10	0	10
<b>Daily Total</b>			<b>2138</b>	<b>16</b>	<b>2154</b>
611	11/3/2009	12:00 AM	8	0	8
612	11/3/2009	12:15 AM	7	0	7
613	11/3/2009	12:30 AM	2	0	2
614	11/3/2009	12:45 AM	2	0	2
615	11/3/2009	01:00 AM	1	0	1
616	11/3/2009	01:15 AM	1	0	1
617	11/3/2009	01:30 AM	0	0	0
618	11/3/2009	01:45 AM	0	0	0
619	11/3/2009	02:00 AM	1	0	1
620	11/3/2009	02:15 AM	2	0	2
621	11/3/2009	02:30 AM	0	0	0
622	11/3/2009	02:45 AM	0	0	0
623	11/3/2009	03:00 AM	1	0	1
624	11/3/2009	03:15 AM	1	0	1
625	11/3/2009	03:30 AM	0	0	0
626	11/3/2009	03:45 AM	0	0	0
627	11/3/2009	04:00 AM	0	0	0
628	11/3/2009	04:15 AM	0	0	0
629	11/3/2009	04:30 AM	2	0	2
630	11/3/2009	04:45 AM	1	0	1
631	11/3/2009	05:00 AM	1	0	1
632	11/3/2009	05:15 AM	2	0	2
633	11/3/2009	05:30 AM	2	0	2
634	11/3/2009	05:45 AM	1	0	1
635	11/3/2009	06:00 AM	0	0	0
636	11/3/2009	06:15 AM	5	0	5
637	11/3/2009	06:30 AM	12	0	12
638	11/3/2009	06:45 AM	14	0	14
639	11/3/2009	07:00 AM	5	0	5
640	11/3/2009	07:15 AM	5	0	5
641	11/3/2009	07:30 AM	20	0	20
642	11/3/2009	07:45 AM	17	0	17
643	11/3/2009	08:00 AM	32	0	32
644	11/3/2009	08:15 AM	55	0	55
645	11/3/2009	08:30 AM	67	0	67
646	11/3/2009	08:45 AM	60	0	60
647	11/3/2009	09:00 AM	54	0	54
648	11/3/2009	09:15 AM	49	0	49
649	11/3/2009	09:30 AM	44	0	44
650	11/3/2009	09:45 AM	32	0	32
651	11/3/2009	10:00 AM	36	0	36
652	11/3/2009	10:15 AM	21	0	21
653	11/3/2009	10:30 AM	21	0	21

Number	Date	Time	NB	SB	Total
654	11/3/2009	10:45 AM	27	0	27
655	11/3/2009	11:00 AM	31	0	31
656	11/3/2009	11:15 AM	22	0	22
657	11/3/2009	11:30 AM	24	1	25
658	11/3/2009	11:45 AM	27	0	27
659	11/3/2009	12:00 PM	23	0	23
660	11/3/2009	12:15 PM	26	0	26
661	11/3/2009	12:30 PM	32	0	32
662	11/3/2009	12:45 PM	39	0	39
663	11/3/2009	01:00 PM	49	0	49
664	11/3/2009	01:15 PM	30	0	30
665	11/3/2009	01:30 PM	20	0	20
666	11/3/2009	01:45 PM	27	0	27
667	11/3/2009	02:00 PM	35	0	35
668	11/3/2009	02:15 PM	37	0	37
669	11/3/2009	02:30 PM	35	0	35
670	11/3/2009	02:45 PM	24	0	24
671	11/3/2009	03:00 PM	30	0	30
672	11/3/2009	03:15 PM	39	0	39
673	11/3/2009	03:30 PM	77	0	77
674	11/3/2009	03:45 PM	57	1	58
675	11/3/2009	04:00 PM	60	0	60
676	11/3/2009	04:15 PM	51	0	51
677	11/3/2009	04:30 PM	34	0	34
678	11/3/2009	04:45 PM	44	0	44
679	11/3/2009	05:00 PM	43	0	43
680	11/3/2009	05:15 PM	49	0	49
681	11/3/2009	05:30 PM	39	0	39
682	11/3/2009	05:45 PM	47	0	47
683	11/3/2009	06:00 PM	56	0	56
684	11/3/2009	06:15 PM	61	0	61
685	11/3/2009	06:30 PM	56	0	56
686	11/3/2009	06:45 PM	38	0	38
687	11/3/2009	07:00 PM	36	0	36
688	11/3/2009	07:15 PM	38	0	38
689	11/3/2009	07:30 PM	33	0	33
690	11/3/2009	07:45 PM	31	0	31
691	11/3/2009	08:00 PM	26	0	26
692	11/3/2009	08:15 PM	25	0	25
693	11/3/2009	08:30 PM	24	0	24
694	11/3/2009	08:45 PM	20	0	20
695	11/3/2009	09:00 PM	19	0	19
696	11/3/2009	09:15 PM	22	0	22
697	11/3/2009	09:30 PM	19	0	19
698	11/3/2009	09:45 PM	20	0	20
699	11/3/2009	10:00 PM	15	0	15



Number	Date	Time	NB	SB	Total
700	11/3/2009	10:15 PM	15	0	15
701	11/3/2009	10:30 PM	3	0	3
702	11/3/2009	10:45 PM	9	0	9
703	11/3/2009	11:00 PM	7	0	7
704	11/3/2009	11:15 PM	7	0	7
705	11/3/2009	11:30 PM	5	0	5
706	11/3/2009	11:45 PM	7	0	7
<b>Daily Total</b>			<b>2254</b>	<b>2</b>	<b>2256</b>
707	11/4/2009	12:00 AM	6	0	6
708	11/4/2009	12:15 AM	4	0	4
709	11/4/2009	12:30 AM	5	0	5
710	11/4/2009	12:45 AM	3	0	3
711	11/4/2009	01:00 AM	2	0	2
712	11/4/2009	01:15 AM	3	0	3
713	11/4/2009	01:30 AM	1	0	1
714	11/4/2009	01:45 AM	0	0	0
715	11/4/2009	02:00 AM	2	0	2
716	11/4/2009	02:15 AM	1	0	1
717	11/4/2009	02:30 AM	0	0	0
718	11/4/2009	02:45 AM	0	0	0
719	11/4/2009	03:00 AM	2	0	2
720	11/4/2009	03:15 AM	2	0	2
721	11/4/2009	03:30 AM	3	0	3
722	11/4/2009	03:45 AM	0	0	0
723	11/4/2009	04:00 AM	2	0	2
724	11/4/2009	04:15 AM	0	0	0
725	11/4/2009	04:30 AM	3	0	3
726	11/4/2009	04:45 AM	0	0	0
727	11/4/2009	05:00 AM	0	0	0
728	11/4/2009	05:15 AM	0	0	0
729	11/4/2009	05:30 AM	4	0	4
730	11/4/2009	05:45 AM	2	0	2
731	11/4/2009	06:00 AM	3	0	3
732	11/4/2009	06:15 AM	2	0	2
733	11/4/2009	06:30 AM	7	0	7
734	11/4/2009	06:45 AM	10	0	10
735	11/4/2009	07:00 AM	7	0	7
736	11/4/2009	07:15 AM	7	0	7
737	11/4/2009	07:30 AM	8	0	8
738	11/4/2009	07:45 AM	17	0	17
739	11/4/2009	08:00 AM	33	0	33
740	11/4/2009	08:15 AM	52	0	52
741	11/4/2009	08:30 AM	71	0	71
742	11/4/2009	08:45 AM	66	0	66
743	11/4/2009	09:00 AM	81	0	81
744	11/4/2009	09:15 AM	47	0	47

Number	Date	Time	NB	SB	Total
745	11/4/2009	09:30 AM	57	0	57
746	11/4/2009	09:45 AM	33	0	33
747	11/4/2009	10:00 AM	29	0	29
748	11/4/2009	10:15 AM	23	0	23
749	11/4/2009	10:30 AM	35	0	35
750	11/4/2009	10:45 AM	22	0	22
751	11/4/2009	11:00 AM	19	0	19
<b>Daily Total*</b>			<b>674</b>	<b>0</b>	<b>674</b>

\* Not included in calculation of average daily traffic

## Summary

Average Daily Traffic	-	2,474
▪ Nouthbound	-	1,795
▪ Southbound	-	679
AM Peak (7 am)	-	44
PM Peak (4 pm)	-	194



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## C.1.2 Traffic Counts Between Greenlaw Lane and Felice Avenue

Start Date: 10/27/2009					
Start Time: 1:30:00 PM					
Site Code: Between Greenlaw and Felice					
Number	Date	Time	NB	SB	Total
1	10/27/2009	01:30 PM	148	99	247
2	10/27/2009	01:45 PM	132	129	261
3	10/27/2009	02:00 PM	166	119	285
4	10/27/2009	02:15 PM	171	112	283
5	10/27/2009	02:30 PM	151	189	340
6	10/27/2009	02:45 PM	145	163	308
7	10/27/2009	03:00 PM	149	175	324
8	10/27/2009	03:15 PM	127	164	291
9	10/27/2009	03:30 PM	147	163	310
10	10/27/2009	03:45 PM	153	158	311
11	10/27/2009	04:00 PM	157	123	280
12	10/27/2009	04:15 PM	134	163	297
13	10/27/2009	04:30 PM	145	164	309
14	10/27/2009	04:45 PM	170	163	333
15	10/27/2009	05:00 PM	130	174	304
16	10/27/2009	05:15 PM	118	154	272
17	10/27/2009	05:30 PM	135	139	274
18	10/27/2009	05:45 PM	113	159	272
19	10/27/2009	06:00 PM	112	119	231
20	10/27/2009	06:15 PM	98	98	196
21	10/27/2009	06:30 PM	101	68	169
22	10/27/2009	06:45 PM	66	73	139
23	10/27/2009	07:00 PM	67	83	150
24	10/27/2009	07:15 PM	55	57	112
25	10/27/2009	07:30 PM	48	55	103
26	10/27/2009	07:45 PM	53	49	102
27	10/27/2009	08:00 PM	56	57	113
28	10/27/2009	08:15 PM	32	62	94
29	10/27/2009	08:30 PM	42	53	95
30	10/27/2009	08:45 PM	27	36	63
31	10/27/2009	09:00 PM	31	74	105
32	10/27/2009	09:15 PM	25	48	73
33	10/27/2009	09:30 PM	32	26	58
34	10/27/2009	09:45 PM	19	28	47
35	10/27/2009	10:00 PM	22	14	36
36	10/27/2009	10:15 PM	13	9	22
37	10/27/2009	10:30 PM	15	17	32
38	10/27/2009	10:45 PM	9	10	19
39	10/27/2009	11:00 PM	10	9	19
40	10/27/2009	11:15 PM	9	12	21
41	10/27/2009	11:30 PM	5	7	12

Number	Date	Time	NB	SB	Total
42	10/27/2009	11:45 PM	9	10	19
Daily Total*			3547	3784	7331
43	10/28/2009	12:00 AM	4	4	8
44	10/28/2009	12:15 AM	1	5	6
45	10/28/2009	12:30 AM	4	3	7
46	10/28/2009	12:45 AM	7	3	10
47	10/28/2009	01:00 AM	3	3	6
48	10/28/2009	01:15 AM	1	3	4
49	10/28/2009	01:30 AM	2	2	4
50	10/28/2009	01:45 AM	4	5	9
51	10/28/2009	02:00 AM	0	2	2
52	10/28/2009	02:15 AM	2	6	8
53	10/28/2009	02:30 AM	0	1	1
54	10/28/2009	02:45 AM	4	2	6
55	10/28/2009	03:00 AM	9	1	10
56	10/28/2009	03:15 AM	4	5	9
57	10/28/2009	03:30 AM	2	4	6
58	10/28/2009	03:45 AM	3	5	8
59	10/28/2009	04:00 AM	0	2	2
60	10/28/2009	04:15 AM	4	2	6
61	10/28/2009	04:30 AM	4	7	11
62	10/28/2009	04:45 AM	5	8	13
63	10/28/2009	05:00 AM	6	11	17
64	10/28/2009	05:15 AM	9	17	26
65	10/28/2009	05:30 AM	4	29	33
66	10/28/2009	05:45 AM	18	45	63
67	10/28/2009	06:00 AM	18	16	34
68	10/28/2009	06:15 AM	30	25	55
69	10/28/2009	06:30 AM	32	45	77
70	10/28/2009	06:45 AM	60	59	119
71	10/28/2009	07:00 AM	60	58	118
72	10/28/2009	07:15 AM	69	89	158
73	10/28/2009	07:30 AM	115	132	247
74	10/28/2009	07:45 AM	103	166	269
75	10/28/2009	08:00 AM	74	144	218
76	10/28/2009	08:15 AM	92	115	207
77	10/28/2009	08:30 AM	105	115	220
78	10/28/2009	08:45 AM	101	117	218
79	10/28/2009	09:00 AM	91	77	168
80	10/28/2009	09:15 AM	104	90	194
81	10/28/2009	09:30 AM	109	100	209



Number	Date	Time	NB	SB	Total
82	10/28/2009	09:45 AM	92	98	190
83	10/28/2009	10:00 AM	95	105	200
84	10/28/2009	10:15 AM	83	100	183
85	10/28/2009	10:30 AM	110	109	219
86	10/28/2009	10:45 AM	100	127	227
87	10/28/2009	11:00 AM	87	121	208
88	10/28/2009	11:15 AM	111	125	236
89	10/28/2009	11:30 AM	118	127	245
90	10/28/2009	11:45 AM	78	142	220
91	10/28/2009	12:00 PM	96	157	253
92	10/28/2009	12:15 PM	131	79	210
93	10/28/2009	12:30 PM	158	126	284
94	10/28/2009	12:45 PM	154	138	292
95	10/28/2009	01:00 PM	123	127	250
96	10/28/2009	01:15 PM	117	138	255
97	10/28/2009	01:30 PM	116	136	252
98	10/28/2009	01:45 PM	136	115	251
99	10/28/2009	02:00 PM	136	132	268
100	10/28/2009	02:15 PM	125	124	249
101	10/28/2009	02:30 PM	145	169	314
102	10/28/2009	02:45 PM	96	158	254
103	10/28/2009	03:00 PM	134	159	293
104	10/28/2009	03:15 PM	103	186	289
105	10/28/2009	03:30 PM	111	168	279
106	10/28/2009	03:45 PM	146	127	273
107	10/28/2009	04:00 PM	163	191	354
108	10/28/2009	04:15 PM	142	164	306
109	10/28/2009	04:30 PM	114	168	282
110	10/28/2009	04:45 PM	114	173	287
111	10/28/2009	05:00 PM	79	181	260
112	10/28/2009	05:15 PM	115	143	258
113	10/28/2009	05:30 PM	131	130	261
114	10/28/2009	05:45 PM	94	126	220
115	10/28/2009	06:00 PM	117	115	232
116	10/28/2009	06:15 PM	68	102	170
117	10/28/2009	06:30 PM	69	63	132
118	10/28/2009	06:45 PM	62	56	118
119	10/28/2009	07:00 PM	62	51	113
120	10/28/2009	07:15 PM	49	58	107
121	10/28/2009	07:30 PM	47	53	100
122	10/28/2009	07:45 PM	57	54	111
123	10/28/2009	08:00 PM	61	54	115
124	10/28/2009	08:15 PM	52	39	91
125	10/28/2009	08:30 PM	25	51	76
126	10/28/2009	08:45 PM	29	60	89
127	10/28/2009	09:00 PM	25	42	67

Number	Date	Time	NB	SB	Total
128	10/28/2009	09:15 PM	30	46	76
129	10/28/2009	09:30 PM	21	37	58
130	10/28/2009	09:45 PM	20	28	48
131	10/28/2009	10:00 PM	25	7	32
132	10/28/2009	10:15 PM	17	20	37
133	10/28/2009	10:30 PM	14	15	29
134	10/28/2009	10:45 PM	18	9	27
135	10/28/2009	11:00 PM	13	8	21
136	10/28/2009	11:15 PM	11	7	18
137	10/28/2009	11:30 PM	4	7	11
138	10/28/2009	11:45 PM	6	5	11
<b>Daily Total</b>			<b>6018</b>	<b>7079</b>	<b>13097</b>
139	10/29/2009	12:00 AM	3	4	7
140	10/29/2009	12:15 AM	8	5	13
141	10/29/2009	12:30 AM	9	4	13
142	10/29/2009	12:45 AM	3	6	9
143	10/29/2009	01:00 AM	3	5	8
144	10/29/2009	01:15 AM	4	5	9
145	10/29/2009	01:30 AM	3	2	5
146	10/29/2009	01:45 AM	8	3	11
147	10/29/2009	02:00 AM	5	4	9
148	10/29/2009	02:15 AM	2	6	8
149	10/29/2009	02:30 AM	1	2	3
150	10/29/2009	02:45 AM	6	7	13
151	10/29/2009	03:00 AM	2	1	3
152	10/29/2009	03:15 AM	2	5	7
153	10/29/2009	03:30 AM	3	3	6
154	10/29/2009	03:45 AM	1	7	8
155	10/29/2009	04:00 AM	5	1	6
156	10/29/2009	04:15 AM	2	5	7
157	10/29/2009	04:30 AM	2	9	11
158	10/29/2009	04:45 AM	7	11	18
159	10/29/2009	05:00 AM	9	10	19
160	10/29/2009	05:15 AM	13	14	27
161	10/29/2009	05:30 AM	12	24	36
162	10/29/2009	05:45 AM	14	36	50
163	10/29/2009	06:00 AM	19	18	37
164	10/29/2009	06:15 AM	28	14	42
165	10/29/2009	06:30 AM	30	48	78
166	10/29/2009	06:45 AM	52	48	100
167	10/29/2009	07:00 AM	64	63	127
168	10/29/2009	07:15 AM	65	92	157
169	10/29/2009	07:30 AM	104	132	236
170	10/29/2009	07:45 AM	84	139	223
171	10/29/2009	08:00 AM	85	122	207
172	10/29/2009	08:15 AM	91	98	189



Number	Date	Time	NB	SB	Total
173	10/29/2009	08:30 AM	98	112	210
174	10/29/2009	08:45 AM	87	118	205
175	10/29/2009	09:00 AM	85	99	184
176	10/29/2009	09:15 AM	82	88	170
177	10/29/2009	09:30 AM	86	101	187
178	10/29/2009	09:45 AM	88	100	188
179	10/29/2009	10:00 AM	81	90	171
180	10/29/2009	10:15 AM	83	105	188
181	10/29/2009	10:30 AM	107	81	188
182	10/29/2009	10:45 AM	117	105	222
183	10/29/2009	11:00 AM	138	78	216
184	10/29/2009	11:15 AM	103	128	231
185	10/29/2009	11:30 AM	131	140	271
186	10/29/2009	11:45 AM	97	133	230
187	10/29/2009	12:00 PM	129	72	201
188	10/29/2009	12:15 PM	125	137	262
189	10/29/2009	12:30 PM	107	125	232
190	10/29/2009	12:45 PM	127	144	271
191	10/29/2009	01:00 PM	123	113	236
192	10/29/2009	01:15 PM	114	133	247
193	10/29/2009	01:30 PM	139	126	265
194	10/29/2009	01:45 PM	123	114	237
195	10/29/2009	02:00 PM	143	141	284
196	10/29/2009	02:15 PM	149	136	285
197	10/29/2009	02:30 PM	157	174	331
198	10/29/2009	02:45 PM	127	185	312
199	10/29/2009	03:00 PM	129	133	262
200	10/29/2009	03:15 PM	106	143	249
201	10/29/2009	03:30 PM	165	173	338
202	10/29/2009	03:45 PM	143	109	252
203	10/29/2009	04:00 PM	116	155	271
204	10/29/2009	04:15 PM	156	188	344
205	10/29/2009	04:30 PM	121	152	273
206	10/29/2009	04:45 PM	149	183	332
207	10/29/2009	05:00 PM	146	157	303
208	10/29/2009	05:15 PM	156	182	338
209	10/29/2009	05:30 PM	164	157	321
210	10/29/2009	05:45 PM	102	162	264
211	10/29/2009	06:00 PM	90	109	199
212	10/29/2009	06:15 PM	84	124	208
213	10/29/2009	06:30 PM	72	79	151
214	10/29/2009	06:45 PM	66	82	148
215	10/29/2009	07:00 PM	69	95	164
216	10/29/2009	07:15 PM	66	68	134
217	10/29/2009	07:30 PM	65	80	145
218	10/29/2009	07:45 PM	65	83	148

Number	Date	Time	NB	SB	Total
219	10/29/2009	08:00 PM	53	66	119
220	10/29/2009	08:15 PM	55	54	109
221	10/29/2009	08:30 PM	45	87	132
222	10/29/2009	08:45 PM	37	59	96
223	10/29/2009	09:00 PM	46	35	81
224	10/29/2009	09:15 PM	27	38	65
225	10/29/2009	09:30 PM	23	25	48
226	10/29/2009	09:45 PM	24	38	62
227	10/29/2009	10:00 PM	22	22	44
228	10/29/2009	10:15 PM	13	17	30
229	10/29/2009	10:30 PM	10	22	32
230	10/29/2009	10:45 PM	12	17	29
231	10/29/2009	11:00 PM	12	18	30
232	10/29/2009	11:15 PM	9	8	17
233	10/29/2009	11:30 PM	6	5	11
234	10/29/2009	11:45 PM	6	5	11
<b>Daily Total</b>			<b>6325</b>	<b>7161</b>	<b>13486</b>
235	10/30/2009	12:00 AM	10	9	19
236	10/30/2009	12:15 AM	4	5	9
237	10/30/2009	12:30 AM	5	6	11
238	10/30/2009	12:45 AM	3	5	8
239	10/30/2009	01:00 AM	3	7	10
240	10/30/2009	01:15 AM	3	0	3
241	10/30/2009	01:30 AM	1	6	7
242	10/30/2009	01:45 AM	4	4	8
243	10/30/2009	02:00 AM	4	0	4
244	10/30/2009	02:15 AM	7	3	10
245	10/30/2009	02:30 AM	3	4	7
246	10/30/2009	02:45 AM	1	3	4
247	10/30/2009	03:00 AM	3	2	5
248	10/30/2009	03:15 AM	2	7	9
249	10/30/2009	03:30 AM	1	2	3
250	10/30/2009	03:45 AM	6	7	13
251	10/30/2009	04:00 AM	3	3	6
252	10/30/2009	04:15 AM	2	6	8
253	10/30/2009	04:30 AM	2	8	10
254	10/30/2009	04:45 AM	8	9	17
255	10/30/2009	05:00 AM	0	15	15
256	10/30/2009	05:15 AM	10	15	25
257	10/30/2009	05:30 AM	9	20	29
258	10/30/2009	05:45 AM	7	39	46
259	10/30/2009	06:00 AM	10	17	27
260	10/30/2009	06:15 AM	21	22	43
261	10/30/2009	06:30 AM	36	35	71
262	10/30/2009	06:45 AM	47	51	98
263	10/30/2009	07:00 AM	49	79	128



Number	Date	Time	NB	SB	Total
264	10/30/2009	07:15 AM	75	106	181
265	10/30/2009	07:30 AM	91	138	229
266	10/30/2009	07:45 AM	95	141	236
267	10/30/2009	08:00 AM	91	156	247
268	10/30/2009	08:15 AM	70	124	194
269	10/30/2009	08:30 AM	101	121	222
270	10/30/2009	08:45 AM	93	129	222
271	10/30/2009	09:00 AM	92	88	180
272	10/30/2009	09:15 AM	112	94	206
273	10/30/2009	09:30 AM	82	96	178
274	10/30/2009	09:45 AM	115	110	225
275	10/30/2009	10:00 AM	91	108	199
276	10/30/2009	10:15 AM	96	111	207
277	10/30/2009	10:30 AM	110	117	227
278	10/30/2009	10:45 AM	112	136	248
279	10/30/2009	11:00 AM	106	153	259
280	10/30/2009	11:15 AM	121	145	266
281	10/30/2009	11:30 AM	151	130	281
282	10/30/2009	11:45 AM	165	136	301
283	10/30/2009	12:00 PM	141	202	343
284	10/30/2009	12:15 PM	144	169	313
285	10/30/2009	12:30 PM	151	164	315
286	10/30/2009	12:45 PM	147	171	318
287	10/30/2009	01:00 PM	131	126	257
288	10/30/2009	01:15 PM	132	142	274
289	10/30/2009	01:30 PM	124	151	275
290	10/30/2009	01:45 PM	148	137	285
291	10/30/2009	02:00 PM	143	145	288
292	10/30/2009	02:15 PM	160	131	291
293	10/30/2009	02:30 PM	174	190	364
294	10/30/2009	02:45 PM	150	201	351
295	10/30/2009	03:00 PM	167	180	347
296	10/30/2009	03:15 PM	146	180	326
297	10/30/2009	03:30 PM	142	178	320
298	10/30/2009	03:45 PM	149	150	299
299	10/30/2009	04:00 PM	172	157	329
300	10/30/2009	04:15 PM	142	151	293
301	10/30/2009	04:30 PM	127	179	306
302	10/30/2009	04:45 PM	135	178	313
303	10/30/2009	05:00 PM	159	149	308
304	10/30/2009	05:15 PM	157	140	297
305	10/30/2009	05:30 PM	136	148	284
306	10/30/2009	05:45 PM	137	143	280
307	10/30/2009	06:00 PM	106	119	225
308	10/30/2009	06:15 PM	110	112	222
309	10/30/2009	06:30 PM	91	103	194

Number	Date	Time	NB	SB	Total
310	10/30/2009	06:45 PM	85	87	172
311	10/30/2009	07:00 PM	66	70	136
312	10/30/2009	07:15 PM	81	72	153
313	10/30/2009	07:30 PM	79	65	144
314	10/30/2009	07:45 PM	62	69	131
315	10/30/2009	08:00 PM	70	60	130
316	10/30/2009	08:15 PM	45	71	116
317	10/30/2009	08:30 PM	35	51	86
318	10/30/2009	08:45 PM	38	55	93
319	10/30/2009	09:00 PM	52	36	88
320	10/30/2009	09:15 PM	50	51	101
321	10/30/2009	09:30 PM	38	40	78
322	10/30/2009	09:45 PM	39	49	88
323	10/30/2009	10:00 PM	41	35	76
324	10/30/2009	10:15 PM	27	19	46
325	10/30/2009	10:30 PM	26	19	45
326	10/30/2009	10:45 PM	21	20	41
327	10/30/2009	11:00 PM	15	31	46
328	10/30/2009	11:15 PM	17	13	30
329	10/30/2009	11:30 PM	12	14	26
330	10/30/2009	11:45 PM	12	11	23
<b>Daily Total</b>			<b>6965</b>	<b>7862</b>	<b>14827</b>
331	10/31/2009	12:00 AM	13	11	24
332	10/31/2009	12:15 AM	16	10	26
333	10/31/2009	12:30 AM	9	14	23
334	10/31/2009	12:45 AM	10	9	19
335	10/31/2009	01:00 AM	5	7	12
336	10/31/2009	01:15 AM	9	9	18
337	10/31/2009	01:30 AM	4	9	13
338	10/31/2009	01:45 AM	12	5	17
339	10/31/2009	02:00 AM	6	5	11
340	10/31/2009	02:15 AM	6	6	12
341	10/31/2009	02:30 AM	3	4	7
342	10/31/2009	02:45 AM	2	3	5
343	10/31/2009	03:00 AM	7	1	8
344	10/31/2009	03:15 AM	3	4	7
345	10/31/2009	03:30 AM	4	6	10
346	10/31/2009	03:45 AM	6	2	8
347	10/31/2009	04:00 AM	6	1	7
348	10/31/2009	04:15 AM	4	3	7
349	10/31/2009	04:30 AM	4	1	5
350	10/31/2009	04:45 AM	4	3	7
351	10/31/2009	05:00 AM	4	7	11
352	10/31/2009	05:15 AM	8	7	15
353	10/31/2009	05:30 AM	6	11	17
354	10/31/2009	05:45 AM	8	14	22



Number	Date	Time	NB	SB	Total
355	10/31/2009	06:00 AM	7	19	26
356	10/31/2009	06:15 AM	8	7	15
357	10/31/2009	06:30 AM	13	11	24
358	10/31/2009	06:45 AM	11	25	36
359	10/31/2009	07:00 AM	22	38	60
360	10/31/2009	07:15 AM	15	22	37
361	10/31/2009	07:30 AM	39	35	74
362	10/31/2009	07:45 AM	35	47	82
363	10/31/2009	08:00 AM	41	45	86
364	10/31/2009	08:15 AM	38	60	98
365	10/31/2009	08:30 AM	62	56	118
366	10/31/2009	08:45 AM	57	74	131
367	10/31/2009	09:00 AM	65	47	112
368	10/31/2009	09:15 AM	80	53	133
369	10/31/2009	09:30 AM	97	82	179
370	10/31/2009	09:45 AM	88	94	182
371	10/31/2009	10:00 AM	82	109	191
372	10/31/2009	10:15 AM	111	91	202
373	10/31/2009	10:30 AM	87	92	179
374	10/31/2009	10:45 AM	111	109	220
375	10/31/2009	11:00 AM	104	117	221
376	10/31/2009	11:15 AM	107	120	227
377	10/31/2009	11:30 AM	107	109	216
378	10/31/2009	11:45 AM	100	115	215
379	10/31/2009	12:00 PM	104	124	228
380	10/31/2009	12:15 PM	106	97	203
381	10/31/2009	12:30 PM	104	100	204
382	10/31/2009	12:45 PM	110	119	229
383	10/31/2009	01:00 PM	102	118	220
384	10/31/2009	01:15 PM	102	120	222
385	10/31/2009	01:30 PM	122	107	229
386	10/31/2009	01:45 PM	115	90	205
387	10/31/2009	02:00 PM	110	110	220
388	10/31/2009	02:15 PM	103	114	217
389	10/31/2009	02:30 PM	110	111	221
390	10/31/2009	02:45 PM	93	93	186
391	10/31/2009	03:00 PM	91	109	200
392	10/31/2009	03:15 PM	106	96	202
393	10/31/2009	03:30 PM	104	82	186
394	10/31/2009	03:45 PM	106	104	210
395	10/31/2009	04:00 PM	85	80	165
396	10/31/2009	04:15 PM	123	89	212
397	10/31/2009	04:30 PM	126	99	225
398	10/31/2009	04:45 PM	109	78	187
399	10/31/2009	05:00 PM	117	105	222
400	10/31/2009	05:15 PM	95	91	186

Number	Date	Time	NB	SB	Total
401	10/31/2009	05:30 PM	107	85	192
402	10/31/2009	05:45 PM	97	85	182
403	10/31/2009	06:00 PM	96	138	234
404	10/31/2009	06:15 PM	72	87	159
405	10/31/2009	06:30 PM	69	77	146
406	10/31/2009	06:45 PM	75	76	151
407	10/31/2009	07:00 PM	90	78	168
408	10/31/2009	07:15 PM	63	83	146
409	10/31/2009	07:30 PM	63	81	144
410	10/31/2009	07:45 PM	73	81	154
411	10/31/2009	08:00 PM	68	70	138
412	10/31/2009	08:15 PM	66	92	158
413	10/31/2009	08:30 PM	66	70	136
414	10/31/2009	08:45 PM	60	67	127
415	10/31/2009	09:00 PM	63	57	120
416	10/31/2009	09:15 PM	46	57	103
417	10/31/2009	09:30 PM	34	39	73
418	10/31/2009	09:45 PM	47	46	93
419	10/31/2009	10:00 PM	46	48	94
420	10/31/2009	10:15 PM	36	41	77
421	10/31/2009	10:30 PM	29	35	64
422	10/31/2009	10:45 PM	30	35	65
423	10/31/2009	11:00 PM	19	21	40
424	10/31/2009	11:15 PM	26	32	58
425	10/31/2009	11:30 PM	11	21	32
426	10/31/2009	11:45 PM	9	15	24
<b>Daily Total*</b>			<b>5450</b>	<b>5582</b>	<b>11032</b>
427	11/1/2009	12:00 AM	12	18	30
428	11/1/2009	12:15 AM	18	9	27
429	11/1/2009	12:30 AM	15	21	36
430	11/1/2009	12:45 AM	11	21	32
431	11/1/2009	01:00 AM	19	6	25
432	11/1/2009	01:15 AM	10	10	20
433	11/1/2009	01:30 AM	10	9	19
434	11/1/2009	01:45 AM	8	12	20
435	11/1/2009	02:00 AM	14	9	23
436	11/1/2009	02:15 AM	7	8	15
437	11/1/2009	02:30 AM	8	8	16
438	11/1/2009	02:45 AM	4	6	10
439	11/1/2009	03:00 AM	6	5	11
440	11/1/2009	03:15 AM	3	4	7
441	11/1/2009	03:30 AM	4	4	8
442	11/1/2009	03:45 AM	3	3	6
443	11/1/2009	04:00 AM	7	2	9
444	11/1/2009	04:15 AM	3	3	6
445	11/1/2009	04:30 AM	5	3	8



Number	Date	Time	NB	SB	Total
446	11/1/2009	04:45 AM	1	4	5
447	11/1/2009	05:00 AM	3	0	3
448	11/1/2009	05:15 AM	6	3	9
449	11/1/2009	05:30 AM	7	9	16
450	11/1/2009	05:45 AM	2	10	12
451	11/1/2009	06:00 AM	4	10	14
452	11/1/2009	06:15 AM	5	8	13
453	11/1/2009	06:30 AM	12	3	15
454	11/1/2009	06:45 AM	7	16	23
455	11/1/2009	07:00 AM	22	13	35
456	11/1/2009	07:15 AM	39	17	56
457	11/1/2009	07:30 AM	48	23	71
458	11/1/2009	07:45 AM	48	23	71
459	11/1/2009	08:00 AM	41	31	72
460	11/1/2009	08:15 AM	33	25	58
461	11/1/2009	08:30 AM	61	39	100
462	11/1/2009	08:45 AM	60	47	107
463	11/1/2009	09:00 AM	69	74	143
464	11/1/2009	09:15 AM	83	99	182
465	11/1/2009	09:30 AM	128	68	196
466	11/1/2009	09:45 AM	73	63	136
467	11/1/2009	10:00 AM	57	56	113
468	11/1/2009	10:15 AM	70	69	139
469	11/1/2009	10:30 AM	86	80	166
470	11/1/2009	10:45 AM	64	112	176
471	11/1/2009	11:00 AM	43	86	129
472	11/1/2009	11:15 AM	84	169	253
473	11/1/2009	11:30 AM	80	106	186
474	11/1/2009	11:45 AM	75	80	155
475	11/1/2009	12:00 PM	91	81	172
476	11/1/2009	12:15 PM	87	85	172
477	11/1/2009	12:30 PM	75	110	185
478	11/1/2009	12:45 PM	82	90	172
479	11/1/2009	01:00 PM	72	90	162
480	11/1/2009	01:15 PM	95	128	223
481	11/1/2009	01:30 PM	79	95	174
482	11/1/2009	01:45 PM	75	62	137
483	11/1/2009	02:00 PM	87	79	166
484	11/1/2009	02:15 PM	91	87	178
485	11/1/2009	02:30 PM	89	82	171
486	11/1/2009	02:45 PM	96	83	179
487	11/1/2009	03:00 PM	79	76	155
488	11/1/2009	03:15 PM	71	72	143
489	11/1/2009	03:30 PM	56	72	128
490	11/1/2009	03:45 PM	69	75	144
491	11/1/2009	04:00 PM	84	67	151

Number	Date	Time	NB	SB	Total
492	11/1/2009	04:15 PM	83	77	160
493	11/1/2009	04:30 PM	97	49	146
494	11/1/2009	04:45 PM	85	81	166
495	11/1/2009	05:00 PM	68	76	144
496	11/1/2009	05:15 PM	87	76	163
497	11/1/2009	05:30 PM	66	68	134
498	11/1/2009	05:45 PM	58	61	119
499	11/1/2009	06:00 PM	62	72	134
500	11/1/2009	06:15 PM	64	91	155
501	11/1/2009	06:30 PM	61	48	109
502	11/1/2009	06:45 PM	55	44	99
503	11/1/2009	07:00 PM	55	48	103
504	11/1/2009	07:15 PM	35	51	86
505	11/1/2009	07:30 PM	43	40	83
506	11/1/2009	07:45 PM	42	42	84
507	11/1/2009	08:00 PM	37	34	71
508	11/1/2009	08:15 PM	31	35	66
509	11/1/2009	08:30 PM	29	31	60
510	11/1/2009	08:45 PM	29	23	52
511	11/1/2009	09:00 PM	19	23	42
512	11/1/2009	09:15 PM	24	21	45
513	11/1/2009	09:30 PM	17	18	35
514	11/1/2009	09:45 PM	23	13	36
515	11/1/2009	10:00 PM	23	16	39
516	11/1/2009	10:15 PM	18	11	29
517	11/1/2009	10:30 PM	15	9	24
518	11/1/2009	10:45 PM	18	7	25
519	11/1/2009	11:00 PM	16	11	27
520	11/1/2009	11:15 PM	11	11	22
521	11/1/2009	11:30 PM	8	7	15
522	11/1/2009	11:45 PM	7	6	13
<b>Daily Total*</b>			<b>4142</b>	<b>4138</b>	<b>8280</b>
523	11/2/2009	12:00 AM	7	4	11
524	11/2/2009	12:15 AM	4	8	12
525	11/2/2009	12:30 AM	2	4	6
526	11/2/2009	12:45 AM	2	2	4
527	11/2/2009	01:00 AM	6	4	10
528	11/2/2009	01:15 AM	3	1	4
529	11/2/2009	01:30 AM	5	1	6
530	11/2/2009	01:45 AM	1	0	1
531	11/2/2009	02:00 AM	3	2	5
532	11/2/2009	02:15 AM	3	1	4
533	11/2/2009	02:30 AM	4	1	5
534	11/2/2009	02:45 AM	2	2	4
535	11/2/2009	03:00 AM	4	1	5
536	11/2/2009	03:15 AM	7	5	12



Number	Date	Time	NB	SB	Total
537	11/2/2009	03:30 AM	0	3	3
538	11/2/2009	03:45 AM	2	5	7
539	11/2/2009	04:00 AM	1	3	4
540	11/2/2009	04:15 AM	1	0	1
541	11/2/2009	04:30 AM	2	6	8
542	11/2/2009	04:45 AM	5	7	12
543	11/2/2009	05:00 AM	6	6	12
544	11/2/2009	05:15 AM	7	14	21
545	11/2/2009	05:30 AM	12	28	40
546	11/2/2009	05:45 AM	8	30	38
547	11/2/2009	06:00 AM	21	23	44
548	11/2/2009	06:15 AM	29	24	53
549	11/2/2009	06:30 AM	37	38	75
550	11/2/2009	06:45 AM	71	63	134
551	11/2/2009	07:00 AM	87	67	154
552	11/2/2009	07:15 AM	90	94	184
553	11/2/2009	07:30 AM	137	121	258
554	11/2/2009	07:45 AM	121	140	261
555	11/2/2009	08:00 AM	125	152	277
556	11/2/2009	08:15 AM	104	123	227
557	11/2/2009	08:30 AM	114	132	246
558	11/2/2009	08:45 AM	91	111	202
559	11/2/2009	09:00 AM	87	107	194
560	11/2/2009	09:15 AM	89	92	181
561	11/2/2009	09:30 AM	98	94	192
562	11/2/2009	09:45 AM	107	108	215
563	11/2/2009	10:00 AM	100	100	200
564	11/2/2009	10:15 AM	133	128	261
565	11/2/2009	10:30 AM	103	121	224
566	11/2/2009	10:45 AM	111	125	236
567	11/2/2009	11:00 AM	118	131	249
568	11/2/2009	11:15 AM	126	143	269
569	11/2/2009	11:30 AM	119	131	250
570	11/2/2009	11:45 AM	115	157	272
571	11/2/2009	12:00 PM	119	152	271
572	11/2/2009	12:15 PM	134	137	271
573	11/2/2009	12:30 PM	141	124	265
574	11/2/2009	12:45 PM	148	151	299
575	11/2/2009	01:00 PM	131	128	259
576	11/2/2009	01:15 PM	136	129	265
577	11/2/2009	01:30 PM	133	109	242
578	11/2/2009	01:45 PM	144	118	262
579	11/2/2009	02:00 PM	151	127	278
580	11/2/2009	02:15 PM	163	119	282
581	11/2/2009	02:30 PM	149	154	303
582	11/2/2009	02:45 PM	169	165	334

Number	Date	Time	NB	SB	Total
583	11/2/2009	03:00 PM	133	187	320
584	11/2/2009	03:15 PM	140	170	310
585	11/2/2009	03:30 PM	163	163	326
586	11/2/2009	03:45 PM	152	150	302
587	11/2/2009	04:00 PM	156	168	324
588	11/2/2009	04:15 PM	140	150	290
589	11/2/2009	04:30 PM	148	174	322
590	11/2/2009	04:45 PM	158	183	341
591	11/2/2009	05:00 PM	138	172	310
592	11/2/2009	05:15 PM	160	190	350
593	11/2/2009	05:30 PM	141	153	294
594	11/2/2009	05:45 PM	130	136	266
595	11/2/2009	06:00 PM	114	122	236
596	11/2/2009	06:15 PM	94	118	212
597	11/2/2009	06:30 PM	85	87	172
598	11/2/2009	06:45 PM	79	78	157
599	11/2/2009	07:00 PM	69	85	154
600	11/2/2009	07:15 PM	77	62	139
601	11/2/2009	07:30 PM	61	74	135
602	11/2/2009	07:45 PM	69	61	130
603	11/2/2009	08:00 PM	55	69	124
604	11/2/2009	08:15 PM	46	78	124
605	11/2/2009	08:30 PM	47	52	99
606	11/2/2009	08:45 PM	34	49	83
607	11/2/2009	09:00 PM	31	56	87
608	11/2/2009	09:15 PM	29	38	67
609	11/2/2009	09:30 PM	13	26	39
610	11/2/2009	09:45 PM	17	27	44
611	11/2/2009	10:00 PM	16	21	37
612	11/2/2009	10:15 PM	16	11	27
613	11/2/2009	10:30 PM	14	14	28
614	11/2/2009	10:45 PM	17	11	28
615	11/2/2009	11:00 PM	12	9	21
616	11/2/2009	11:15 PM	8	13	21
617	11/2/2009	11:30 PM	7	8	15
618	11/2/2009	11:45 PM	5	5	10
<b>Daily Total</b>			<b>6922</b>	<b>7446</b>	<b>14368</b>
619	11/3/2009	12:00 AM	7	4	11
620	11/3/2009	12:15 AM	5	8	13
621	11/3/2009	12:30 AM	6	6	12
622	11/3/2009	12:45 AM	5	5	10
623	11/3/2009	01:00 AM	5	4	9
624	11/3/2009	01:15 AM	2	2	4
625	11/3/2009	01:30 AM	3	3	6
626	11/3/2009	01:45 AM	4	1	5
627	11/3/2009	02:00 AM	1	2	3



Number	Date	Time	NB	SB	Total
628	11/3/2009	02:15 AM	1	1	2
629	11/3/2009	02:30 AM	4	2	6
630	11/3/2009	02:45 AM	2	0	2
631	11/3/2009	03:00 AM	0	1	1
632	11/3/2009	03:15 AM	1	3	4
633	11/3/2009	03:30 AM	3	2	5
634	11/3/2009	03:45 AM	2	7	9
635	11/3/2009	04:00 AM	1	3	4
636	11/3/2009	04:15 AM	1	3	4
637	11/3/2009	04:30 AM	5	5	10
638	11/3/2009	04:45 AM	3	10	13
639	11/3/2009	05:00 AM	4	9	13
640	11/3/2009	05:15 AM	10	21	31
641	11/3/2009	05:30 AM	12	22	34
642	11/3/2009	05:45 AM	14	40	54
643	11/3/2009	06:00 AM	19	19	38
644	11/3/2009	06:15 AM	30	20	50
645	11/3/2009	06:30 AM	40	41	81
646	11/3/2009	06:45 AM	67	66	133
647	11/3/2009	07:00 AM	76	73	149
648	11/3/2009	07:15 AM	103	114	217
649	11/3/2009	07:30 AM	137	137	274
650	11/3/2009	07:45 AM	114	127	241
651	11/3/2009	08:00 AM	137	154	291
652	11/3/2009	08:15 AM	127	111	238
653	11/3/2009	08:30 AM	111	115	226
654	11/3/2009	08:45 AM	93	110	203
655	11/3/2009	09:00 AM	93	128	221
656	11/3/2009	09:15 AM	96	100	196
657	11/3/2009	09:30 AM	106	113	219
658	11/3/2009	09:45 AM	106	107	213
659	11/3/2009	10:00 AM	86	123	209
660	11/3/2009	10:15 AM	98	102	200
661	11/3/2009	10:30 AM	103	102	205
662	11/3/2009	10:45 AM	129	101	230
663	11/3/2009	11:00 AM	120	132	252
664	11/3/2009	11:15 AM	116	133	249
665	11/3/2009	11:30 AM	133	156	289
666	11/3/2009	11:45 AM	135	125	260
667	11/3/2009	12:00 PM	138	118	256
668	11/3/2009	12:15 PM	139	124	263
669	11/3/2009	12:30 PM	144	140	284
670	11/3/2009	12:45 PM	142	138	280
671	11/3/2009	01:00 PM	145	135	280
672	11/3/2009	01:15 PM	134	136	270
673	11/3/2009	01:30 PM	136	115	251

Number	Date	Time	NB	SB	Total
674	11/3/2009	01:45 PM	141	133	274
675	11/3/2009	02:00 PM	150	120	270
676	11/3/2009	02:15 PM	171	133	304
677	11/3/2009	02:30 PM	164	164	328
678	11/3/2009	02:45 PM	139	174	313
679	11/3/2009	03:00 PM	131	190	321
680	11/3/2009	03:15 PM	149	118	267
681	11/3/2009	03:30 PM	143	21	164
682	11/3/2009	03:45 PM	167	0	167
683	11/3/2009	04:00 PM	163	129	292
684	11/3/2009	04:15 PM	168	180	348
685	11/3/2009	04:30 PM	152	170	322
686	11/3/2009	04:45 PM	164	197	361
687	11/3/2009	05:00 PM	198	192	390
688	11/3/2009	05:15 PM	143	172	315
689	11/3/2009	05:30 PM	142	179	321
690	11/3/2009	05:45 PM	132	136	268
691	11/3/2009	06:00 PM	123	149	272
692	11/3/2009	06:15 PM	95	105	200
693	11/3/2009	06:30 PM	91	82	173
694	11/3/2009	06:45 PM	67	72	139
695	11/3/2009	07:00 PM	65	85	150
696	11/3/2009	07:15 PM	47	58	105
697	11/3/2009	07:30 PM	56	56	112
698	11/3/2009	07:45 PM	57	54	111
699	11/3/2009	08:00 PM	72	79	151
700	11/3/2009	08:15 PM	48	62	110
701	11/3/2009	08:30 PM	44	41	85
702	11/3/2009	08:45 PM	44	56	100
703	11/3/2009	09:00 PM	31	40	71
704	11/3/2009	09:15 PM	27	30	57
705	11/3/2009	09:30 PM	26	27	53
706	11/3/2009	09:45 PM	20	26	46
707	11/3/2009	10:00 PM	21	16	37
708	11/3/2009	10:15 PM	14	17	31
709	11/3/2009	10:30 PM	20	16	36
710	11/3/2009	10:45 PM	12	12	24
711	11/3/2009	11:00 PM	20	17	37
712	11/3/2009	11:15 PM	8	7	15
713	11/3/2009	11:30 PM	6	15	21
714	11/3/2009	11:45 PM	4	9	13
<b>Daily Total</b>			<b>7089</b>	<b>7118</b>	<b>14207</b>
715	11/4/2009	12:00 AM	7	6	13
716	11/4/2009	12:15 AM	7	6	13
717	11/4/2009	12:30 AM	6	4	10
718	11/4/2009	12:45 AM	9	4	13



Number	Date	Time	NB	SB	Total
719	11/4/2009	01:00 AM	2	3	5
720	11/4/2009	01:15 AM	1	5	6
721	11/4/2009	01:30 AM	3	5	8
722	11/4/2009	01:45 AM	7	0	7
723	11/4/2009	02:00 AM	3	3	6
724	11/4/2009	02:15 AM	1	3	4
725	11/4/2009	02:30 AM	3	4	7
726	11/4/2009	02:45 AM	2	2	4
727	11/4/2009	03:00 AM	1	5	6
728	11/4/2009	03:15 AM	5	5	10
729	11/4/2009	03:30 AM	3	3	6
730	11/4/2009	03:45 AM	5	9	14
731	11/4/2009	04:00 AM	0	7	7
732	11/4/2009	04:15 AM	5	3	8
733	11/4/2009	04:30 AM	6	6	12
734	11/4/2009	04:45 AM	3	14	17
735	11/4/2009	05:00 AM	4	11	15
736	11/4/2009	05:15 AM	8	11	19
737	11/4/2009	05:30 AM	12	25	37
738	11/4/2009	05:45 AM	8	43	51
739	11/4/2009	06:00 AM	20	25	45
740	11/4/2009	06:15 AM	32	21	53
741	11/4/2009	06:30 AM	39	43	82
742	11/4/2009	06:45 AM	60	55	115
743	11/4/2009	07:00 AM	86	59	145
744	11/4/2009	07:15 AM	96	109	205
745	11/4/2009	07:30 AM	123	144	267
746	11/4/2009	07:45 AM	118	146	264
747	11/4/2009	08:00 AM	131	134	265
748	11/4/2009	08:15 AM	103	140	243
749	11/4/2009	08:30 AM	106	128	234
750	11/4/2009	08:45 AM	105	116	221
751	11/4/2009	09:00 AM	88	95	183
752	11/4/2009	09:15 AM	118	97	215
753	11/4/2009	09:30 AM	114	109	223
<b>Daily Total*</b>			<b>1450</b>	<b>1608</b>	<b>3058</b>

\* Not included in calculation of average daily traffic

## Summary

Average Daily Traffic	-	14,001
▪ Nouthbound	-	6,664
▪ Southbound	-	7,333
AM Peak (7 am)	-	821
PM Peak (4 pm)	-	1252



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### C.1.3 Traffic Counts Between 5th Avenue and 4th Avenue

Start Date: 10/27/2009					
Start Time: 1:45:00 PM					
Site Code: Between 4th Ave and 5th Ave					
Number	Date	Time	NB	SB	Total
1	10/27/2009	01:45 PM	211	180	391
2	10/27/2009	02:00 PM	212	282	494
3	10/27/2009	02:15 PM	195	240	435
4	10/27/2009	02:30 PM	193	216	409
5	10/27/2009	02:45 PM	220	276	496
6	10/27/2009	03:00 PM	179	219	398
7	10/27/2009	03:15 PM	243	240	483
8	10/27/2009	03:30 PM	199	248	447
9	10/27/2009	03:45 PM	241	233	474
10	10/27/2009	04:00 PM	193	248	441
11	10/27/2009	04:15 PM	237	250	487
12	10/27/2009	04:30 PM	219	284	503
13	10/27/2009	04:45 PM	209	258	467
14	10/27/2009	05:00 PM	185	204	389
15	10/27/2009	05:15 PM	214	230	444
16	10/27/2009	05:30 PM	174	210	384
17	10/27/2009	05:45 PM	147	140	287
18	10/27/2009	06:00 PM	134	117	251
19	10/27/2009	06:15 PM	120	121	241
20	10/27/2009	06:30 PM	97	107	204
21	10/27/2009	06:45 PM	110	101	211
22	10/27/2009	07:00 PM	77	73	150
23	10/27/2009	07:15 PM	74	67	141
24	10/27/2009	07:30 PM	83	108	191
25	10/27/2009	07:45 PM	54	82	136
26	10/27/2009	08:00 PM	57	105	162
27	10/27/2009	08:15 PM	60	61	121
28	10/27/2009	08:30 PM	45	61	106
29	10/27/2009	08:45 PM	47	92	139
30	10/27/2009	09:00 PM	41	42	83
31	10/27/2009	09:15 PM	40	43	83
32	10/27/2009	09:30 PM	33	28	61
33	10/27/2009	09:45 PM	27	19	46
34	10/27/2009	10:00 PM	23	18	41
35	10/27/2009	10:15 PM	22	21	43
36	10/27/2009	10:30 PM	16	14	30
37	10/27/2009	10:45 PM	19	15	34
38	10/27/2009	11:00 PM	9	9	18
39	10/27/2009	11:15 PM	12	8	20
40	10/27/2009	11:30 PM	11	11	22

Number	Date	Time	NB	SB	Total
41	10/27/2009	11:45 PM	9	3	12
<b>Daily Total*</b>			<b>4691</b>	<b>5284</b>	<b>9975</b>
42	10/28/2009	12:00 AM	4	6	10
43	10/28/2009	12:15 AM	9	2	11
44	10/28/2009	12:30 AM	7	2	9
45	10/28/2009	12:45 AM	4	6	10
46	10/28/2009	01:00 AM	6	4	10
47	10/28/2009	01:15 AM	1	4	5
48	10/28/2009	01:30 AM	5	4	9
49	10/28/2009	01:45 AM	2	4	6
50	10/28/2009	02:00 AM	2	5	7
51	10/28/2009	02:15 AM	2	2	4
52	10/28/2009	02:30 AM	5	2	7
53	10/28/2009	02:45 AM	6	4	10
54	10/28/2009	03:00 AM	9	6	15
55	10/28/2009	03:15 AM	2	6	8
56	10/28/2009	03:30 AM	3	6	9
57	10/28/2009	03:45 AM	1	3	4
58	10/28/2009	04:00 AM	4	4	8
59	10/28/2009	04:15 AM	5	14	19
60	10/28/2009	04:30 AM	11	20	31
61	10/28/2009	04:45 AM	10	23	33
62	10/28/2009	05:00 AM	18	29	47
63	10/28/2009	05:15 AM	17	57	74
64	10/28/2009	05:30 AM	22	40	62
65	10/28/2009	05:45 AM	30	36	66
66	10/28/2009	06:00 AM	51	59	110
67	10/28/2009	06:15 AM	55	99	154
68	10/28/2009	06:30 AM	92	85	177
69	10/28/2009	06:45 AM	139	143	282
70	10/28/2009	07:00 AM	189	202	391
71	10/28/2009	07:15 AM	215	229	444
72	10/28/2009	07:30 AM	212	197	409
73	10/28/2009	07:45 AM	181	188	369
74	10/28/2009	08:00 AM	148	159	307
75	10/28/2009	08:15 AM	191	161	352
76	10/28/2009	08:30 AM	169	135	304
77	10/28/2009	08:45 AM	150	140	290
78	10/28/2009	09:00 AM	140	160	300
79	10/28/2009	09:15 AM	156	147	303



Number	Date	Time	NB	SB	Total
80	10/28/2009	09:30 AM	150	155	305
81	10/28/2009	09:45 AM	162	178	340
82	10/28/2009	10:00 AM	133	156	289
83	10/28/2009	10:15 AM	153	163	316
84	10/28/2009	10:30 AM	158	175	333
85	10/28/2009	10:45 AM	122	186	308
86	10/28/2009	11:00 AM	155	187	342
87	10/28/2009	11:15 AM	186	206	392
88	10/28/2009	11:30 AM	182	241	423
89	10/28/2009	11:45 AM	179	241	420
90	10/28/2009	12:00 PM	154	196	350
91	10/28/2009	12:15 PM	202	195	397
92	10/28/2009	12:30 PM	209	213	422
93	10/28/2009	12:45 PM	164	188	352
94	10/28/2009	01:00 PM	179	191	370
95	10/28/2009	01:15 PM	178	188	366
96	10/28/2009	01:30 PM	166	194	360
97	10/28/2009	01:45 PM	208	183	391
98	10/28/2009	02:00 PM	205	238	443
99	10/28/2009	02:15 PM	236	236	472
100	10/28/2009	02:30 PM	222	196	418
101	10/28/2009	02:45 PM	195	278	473
102	10/28/2009	03:00 PM	200	248	448
103	10/28/2009	03:15 PM	205	218	423
104	10/28/2009	03:30 PM	219	251	470
105	10/28/2009	03:45 PM	221	265	486
106	10/28/2009	04:00 PM	202	234	436
107	10/28/2009	04:15 PM	194	250	444
108	10/28/2009	04:30 PM	176	263	439
109	10/28/2009	04:45 PM	158	245	403
110	10/28/2009	05:00 PM	176	196	372
111	10/28/2009	05:15 PM	186	198	384
112	10/28/2009	05:30 PM	195	186	381
113	10/28/2009	05:45 PM	205	161	366
114	10/28/2009	06:00 PM	136	136	272
115	10/28/2009	06:15 PM	120	93	213
116	10/28/2009	06:30 PM	83	97	180
117	10/28/2009	06:45 PM	91	73	164
118	10/28/2009	07:00 PM	87	79	166
119	10/28/2009	07:15 PM	62	95	157
120	10/28/2009	07:30 PM	71	77	148
121	10/28/2009	07:45 PM	82	87	169
122	10/28/2009	08:00 PM	63	61	124
123	10/28/2009	08:15 PM	58	85	143
124	10/28/2009	08:30 PM	48	60	108
125	10/28/2009	08:45 PM	53	50	103

Number	Date	Time	NB	SB	Total
126	10/28/2009	09:00 PM	46	63	109
127	10/28/2009	09:15 PM	36	42	78
128	10/28/2009	09:30 PM	36	25	61
129	10/28/2009	09:45 PM	35	22	57
130	10/28/2009	10:00 PM	29	25	54
131	10/28/2009	10:15 PM	18	21	39
132	10/28/2009	10:30 PM	24	11	35
133	10/28/2009	10:45 PM	21	7	28
134	10/28/2009	11:00 PM	22	11	33
135	10/28/2009	11:15 PM	11	7	18
136	10/28/2009	11:30 PM	13	2	15
137	10/28/2009	11:45 PM	15	8	23
<b>Daily Total</b>			<b>9768</b>	<b>10729</b>	<b>20497</b>
138	10/29/2009	12:00 AM	8	6	14
139	10/29/2009	12:15 AM	18	8	26
140	10/29/2009	12:30 AM	1	4	5
141	10/29/2009	12:45 AM	5	8	13
142	10/29/2009	01:00 AM	8	5	13
143	10/29/2009	01:15 AM	3	6	9
144	10/29/2009	01:30 AM	9	7	16
145	10/29/2009	01:45 AM	8	6	14
146	10/29/2009	02:00 AM	6	8	14
147	10/29/2009	02:15 AM	4	8	12
148	10/29/2009	02:30 AM	7	1	8
149	10/29/2009	02:45 AM	3	5	8
150	10/29/2009	03:00 AM	4	6	10
151	10/29/2009	03:15 AM	5	11	16
152	10/29/2009	03:30 AM	2	3	5
153	10/29/2009	03:45 AM	6	6	12
154	10/29/2009	04:00 AM	3	11	14
155	10/29/2009	04:15 AM	5	16	21
156	10/29/2009	04:30 AM	8	12	20
157	10/29/2009	04:45 AM	13	21	34
158	10/29/2009	05:00 AM	19	35	54
159	10/29/2009	05:15 AM	23	52	75
160	10/29/2009	05:30 AM	29	40	69
161	10/29/2009	05:45 AM	37	28	65
162	10/29/2009	06:00 AM	53	64	117
163	10/29/2009	06:15 AM	54	83	137
164	10/29/2009	06:30 AM	98	79	177
165	10/29/2009	06:45 AM	119	138	257
166	10/29/2009	07:00 AM	189	198	387
167	10/29/2009	07:15 AM	215	241	456
168	10/29/2009	07:30 AM	208	210	418
169	10/29/2009	07:45 AM	162	156	318
170	10/29/2009	08:00 AM	157	174	331



Number	Date	Time	NB	SB	Total
171	10/29/2009	08:15 AM	167	148	315
172	10/29/2009	08:30 AM	154	141	295
173	10/29/2009	08:45 AM	131	129	260
174	10/29/2009	09:00 AM	147	139	286
175	10/29/2009	09:15 AM	144	140	284
176	10/29/2009	09:30 AM	156	146	302
177	10/29/2009	09:45 AM	140	131	271
178	10/29/2009	10:00 AM	154	160	314
179	10/29/2009	10:15 AM	138	184	322
180	10/29/2009	10:30 AM	166	172	338
181	10/29/2009	10:45 AM	174	204	378
182	10/29/2009	11:00 AM	184	191	375
183	10/29/2009	11:15 AM	171	214	385
184	10/29/2009	11:30 AM	159	217	376
185	10/29/2009	11:45 AM	161	228	389
186	10/29/2009	12:00 PM	185	184	369
187	10/29/2009	12:15 PM	203	196	399
188	10/29/2009	12:30 PM	194	183	377
189	10/29/2009	12:45 PM	167	202	369
190	10/29/2009	01:00 PM	166	175	341
191	10/29/2009	01:15 PM	155	160	315
192	10/29/2009	01:30 PM	171	204	375
193	10/29/2009	01:45 PM	203	214	417
194	10/29/2009	02:00 PM	224	237	461
195	10/29/2009	02:15 PM	206	251	457
196	10/29/2009	02:30 PM	201	265	466
197	10/29/2009	02:45 PM	212	255	467
198	10/29/2009	03:00 PM	211	243	454
199	10/29/2009	03:15 PM	216	234	450
200	10/29/2009	03:30 PM	192	225	417
201	10/29/2009	03:45 PM	202	244	446
202	10/29/2009	04:00 PM	211	259	470
203	10/29/2009	04:15 PM	208	289	497
204	10/29/2009	04:30 PM	214	241	455
205	10/29/2009	04:45 PM	242	256	498
206	10/29/2009	05:00 PM	237	232	469
207	10/29/2009	05:15 PM	222	218	440
208	10/29/2009	05:30 PM	177	208	385
209	10/29/2009	05:45 PM	152	192	344
210	10/29/2009	06:00 PM	137	162	299
211	10/29/2009	06:15 PM	136	111	247
212	10/29/2009	06:30 PM	121	146	267
213	10/29/2009	06:45 PM	101	95	196
214	10/29/2009	07:00 PM	101	99	200
215	10/29/2009	07:15 PM	113	109	222
216	10/29/2009	07:30 PM	103	110	213

Number	Date	Time	NB	SB	Total
217	10/29/2009	07:45 PM	84	108	192
218	10/29/2009	08:00 PM	65	100	165
219	10/29/2009	08:15 PM	58	105	163
220	10/29/2009	08:30 PM	53	73	126
221	10/29/2009	08:45 PM	61	52	113
222	10/29/2009	09:00 PM	47	35	82
223	10/29/2009	09:15 PM	42	53	95
224	10/29/2009	09:30 PM	34	33	67
225	10/29/2009	09:45 PM	44	26	70
226	10/29/2009	10:00 PM	31	35	66
227	10/29/2009	10:15 PM	20	25	45
228	10/29/2009	10:30 PM	17	20	37
229	10/29/2009	10:45 PM	21	16	37
230	10/29/2009	11:00 PM	22	10	32
231	10/29/2009	11:15 PM	14	5	19
232	10/29/2009	11:30 PM	13	11	24
233	10/29/2009	11:45 PM	19	9	28
<b>Daily Total</b>			<b>10063</b>	<b>11115</b>	<b>21178</b>
234	10/30/2009	12:00 AM	14	8	22
235	10/30/2009	12:15 AM	11	6	17
236	10/30/2009	12:30 AM	10	9	19
237	10/30/2009	12:45 AM	8	1	9
238	10/30/2009	01:00 AM	10	5	15
239	10/30/2009	01:15 AM	4	10	14
240	10/30/2009	01:30 AM	8	4	12
241	10/30/2009	01:45 AM	8	6	14
242	10/30/2009	02:00 AM	8	10	18
243	10/30/2009	02:15 AM	5	5	10
244	10/30/2009	02:30 AM	3	0	3
245	10/30/2009	02:45 AM	6	4	10
246	10/30/2009	03:00 AM	5	3	8
247	10/30/2009	03:15 AM	3	7	10
248	10/30/2009	03:30 AM	6	6	12
249	10/30/2009	03:45 AM	2	4	6
250	10/30/2009	04:00 AM	5	12	17
251	10/30/2009	04:15 AM	4	16	20
252	10/30/2009	04:30 AM	15	10	25
253	10/30/2009	04:45 AM	10	26	36
254	10/30/2009	05:00 AM	19	30	49
255	10/30/2009	05:15 AM	19	59	78
256	10/30/2009	05:30 AM	23	33	56
257	10/30/2009	05:45 AM	41	36	77
258	10/30/2009	06:00 AM	52	63	115
259	10/30/2009	06:15 AM	51	84	135
260	10/30/2009	06:30 AM	89	98	187
261	10/30/2009	06:45 AM	147	127	274



Number	Date	Time	NB	SB	Total
262	10/30/2009	07:00 AM	185	194	379
263	10/30/2009	07:15 AM	217	236	453
264	10/30/2009	07:30 AM	166	218	384
265	10/30/2009	07:45 AM	149	194	343
266	10/30/2009	08:00 AM	157	157	314
267	10/30/2009	08:15 AM	192	167	359
268	10/30/2009	08:30 AM	164	155	319
269	10/30/2009	08:45 AM	136	124	260
270	10/30/2009	09:00 AM	161	163	324
271	10/30/2009	09:15 AM	153	165	318
272	10/30/2009	09:30 AM	147	166	313
273	10/30/2009	09:45 AM	152	170	322
274	10/30/2009	10:00 AM	150	178	328
275	10/30/2009	10:15 AM	165	196	361
276	10/30/2009	10:30 AM	186	193	379
277	10/30/2009	10:45 AM	160	218	378
278	10/30/2009	11:00 AM	178	167	345
279	10/30/2009	11:15 AM	186	219	405
280	10/30/2009	11:30 AM	230	225	455
281	10/30/2009	11:45 AM	186	252	438
282	10/30/2009	12:00 PM	189	242	431
283	10/30/2009	12:15 PM	208	257	465
284	10/30/2009	12:30 PM	212	244	456
285	10/30/2009	12:45 PM	202	215	417
286	10/30/2009	01:00 PM	210	230	440
287	10/30/2009	01:15 PM	223	204	427
288	10/30/2009	01:30 PM	215	221	436
289	10/30/2009	01:45 PM	201	201	402
290	10/30/2009	02:00 PM	232	300	532
291	10/30/2009	02:15 PM	237	267	504
292	10/30/2009	02:30 PM	208	273	481
293	10/30/2009	02:45 PM	238	247	485
294	10/30/2009	03:00 PM	226	254	480
295	10/30/2009	03:15 PM	219	242	461
296	10/30/2009	03:30 PM	228	259	487
297	10/30/2009	03:45 PM	213	233	446
298	10/30/2009	04:00 PM	222	264	486
299	10/30/2009	04:15 PM	173	249	422
300	10/30/2009	04:30 PM	185	250	435
301	10/30/2009	04:45 PM	245	253	498
302	10/30/2009	05:00 PM	207	232	439
303	10/30/2009	05:15 PM	178	226	404
304	10/30/2009	05:30 PM	188	225	413
305	10/30/2009	05:45 PM	163	195	358
306	10/30/2009	06:00 PM	153	148	301
307	10/30/2009	06:15 PM	136	110	246

Number	Date	Time	NB	SB	Total
308	10/30/2009	06:30 PM	141	122	263
309	10/30/2009	06:45 PM	104	124	228
310	10/30/2009	07:00 PM	134	119	253
311	10/30/2009	07:15 PM	116	90	206
312	10/30/2009	07:30 PM	93	102	195
313	10/30/2009	07:45 PM	92	120	212
314	10/30/2009	08:00 PM	77	108	185
315	10/30/2009	08:15 PM	65	82	147
316	10/30/2009	08:30 PM	64	96	160
317	10/30/2009	08:45 PM	83	91	174
318	10/30/2009	09:00 PM	67	87	154
319	10/30/2009	09:15 PM	56	69	125
320	10/30/2009	09:30 PM	64	57	121
321	10/30/2009	09:45 PM	65	35	100
322	10/30/2009	10:00 PM	51	41	92
323	10/30/2009	10:15 PM	46	38	84
324	10/30/2009	10:30 PM	45	36	81
325	10/30/2009	10:45 PM	30	28	58
326	10/30/2009	11:00 PM	27	19	46
327	10/30/2009	11:15 PM	29	19	48
328	10/30/2009	11:30 PM	18	20	38
329	10/30/2009	11:45 PM	29	19	48
<b>Daily Total</b>			<b>10813</b>	<b>12002</b>	<b>22815</b>
330	10/31/2009	12:00 AM	27	17	44
331	10/31/2009	12:15 AM	13	12	25
332	10/31/2009	12:30 AM	19	9	28
333	10/31/2009	12:45 AM	13	14	27
334	10/31/2009	01:00 AM	9	8	17
335	10/31/2009	01:15 AM	9	11	20
336	10/31/2009	01:30 AM	15	15	30
337	10/31/2009	01:45 AM	12	8	20
338	10/31/2009	02:00 AM	12	8	20
339	10/31/2009	02:15 AM	6	7	13
340	10/31/2009	02:30 AM	7	3	10
341	10/31/2009	02:45 AM	7	5	12
342	10/31/2009	03:00 AM	5	11	16
343	10/31/2009	03:15 AM	7	4	11
344	10/31/2009	03:30 AM	9	6	15
345	10/31/2009	03:45 AM	3	6	9
346	10/31/2009	04:00 AM	6	5	11
347	10/31/2009	04:15 AM	4	2	6
348	10/31/2009	04:30 AM	3	10	13
349	10/31/2009	04:45 AM	6	10	16
350	10/31/2009	05:00 AM	14	15	29
351	10/31/2009	05:15 AM	10	23	33
352	10/31/2009	05:30 AM	9	25	34



Number	Date	Time	NB	SB	Total
353	10/31/2009	05:45 AM	16	10	26
354	10/31/2009	06:00 AM	14	18	32
355	10/31/2009	06:15 AM	23	33	56
356	10/31/2009	06:30 AM	19	44	63
357	10/31/2009	06:45 AM	27	29	56
358	10/31/2009	07:00 AM	38	41	79
359	10/31/2009	07:15 AM	63	64	127
360	10/31/2009	07:30 AM	65	83	148
361	10/31/2009	07:45 AM	72	82	154
362	10/31/2009	08:00 AM	83	80	163
363	10/31/2009	08:15 AM	84	101	185
364	10/31/2009	08:30 AM	83	76	159
365	10/31/2009	08:45 AM	86	111	197
366	10/31/2009	09:00 AM	103	109	212
367	10/31/2009	09:15 AM	130	118	248
368	10/31/2009	09:30 AM	111	167	278
369	10/31/2009	09:45 AM	103	134	237
370	10/31/2009	10:00 AM	143	128	271
371	10/31/2009	10:15 AM	132	149	281
372	10/31/2009	10:30 AM	117	173	290
373	10/31/2009	10:45 AM	149	163	312
374	10/31/2009	11:00 AM	140	162	302
375	10/31/2009	11:15 AM	129	167	296
376	10/31/2009	11:30 AM	146	184	330
377	10/31/2009	11:45 AM	140	169	309
378	10/31/2009	12:00 PM	125	166	291
379	10/31/2009	12:15 PM	139	173	312
380	10/31/2009	12:30 PM	151	163	314
381	10/31/2009	12:45 PM	165	179	344
382	10/31/2009	01:00 PM	143	159	302
383	10/31/2009	01:15 PM	171	156	327
384	10/31/2009	01:30 PM	159	158	317
385	10/31/2009	01:45 PM	164	187	351
386	10/31/2009	02:00 PM	139	175	314
387	10/31/2009	02:15 PM	143	173	316
388	10/31/2009	02:30 PM	135	153	288
389	10/31/2009	02:45 PM	156	147	303
390	10/31/2009	03:00 PM	139	148	287
391	10/31/2009	03:15 PM	147	157	304
392	10/31/2009	03:30 PM	134	147	281
393	10/31/2009	03:45 PM	132	136	268
394	10/31/2009	04:00 PM	140	150	290
395	10/31/2009	04:15 PM	154	153	307
396	10/31/2009	04:30 PM	140	122	262
397	10/31/2009	04:45 PM	159	135	294
398	10/31/2009	05:00 PM	135	123	258

Number	Date	Time	NB	SB	Total
399	10/31/2009	05:15 PM	136	107	243
400	10/31/2009	05:30 PM	129	142	271
401	10/31/2009	05:45 PM	134	148	282
402	10/31/2009	06:00 PM	102	91	193
403	10/31/2009	06:15 PM	100	81	181
404	10/31/2009	06:30 PM	110	112	222
405	10/31/2009	06:45 PM	113	99	212
406	10/31/2009	07:00 PM	82	95	177
407	10/31/2009	07:15 PM	85	96	181
408	10/31/2009	07:30 PM	98	90	188
409	10/31/2009	07:45 PM	99	98	197
410	10/31/2009	08:00 PM	78	109	187
411	10/31/2009	08:15 PM	90	102	192
412	10/31/2009	08:30 PM	78	77	155
413	10/31/2009	08:45 PM	92	83	175
414	10/31/2009	09:00 PM	69	61	130
415	10/31/2009	09:15 PM	59	69	128
416	10/31/2009	09:30 PM	63	65	128
417	10/31/2009	09:45 PM	66	55	121
418	10/31/2009	10:00 PM	45	51	96
419	10/31/2009	10:15 PM	55	40	95
420	10/31/2009	10:30 PM	42	39	81
421	10/31/2009	10:45 PM	40	47	87
422	10/31/2009	11:00 PM	40	28	68
423	10/31/2009	11:15 PM	33	27	60
424	10/31/2009	11:30 PM	14	21	35
425	10/31/2009	11:45 PM	26	25	51
<b>Daily Total*</b>			<b>7589</b>	<b>8147</b>	<b>15736</b>
426	11/1/2009	12:00 AM	26	17	43
427	11/1/2009	12:15 AM	27	27	54
428	11/1/2009	12:30 AM	23	20	43
429	11/1/2009	12:45 AM	34	22	56
430	11/1/2009	01:00 AM	25	14	39
431	11/1/2009	01:15 AM	22	21	43
432	11/1/2009	01:30 AM	20	22	42
433	11/1/2009	01:45 AM	22	25	47
434	11/1/2009	02:00 AM	14	9	23
435	11/1/2009	02:15 AM	11	12	23
436	11/1/2009	02:30 AM	10	10	20
437	11/1/2009	02:45 AM	12	8	20
438	11/1/2009	03:00 AM	8	9	17
439	11/1/2009	03:15 AM	4	5	9
440	11/1/2009	03:30 AM	6	5	11
441	11/1/2009	03:45 AM	13	4	17
442	11/1/2009	04:00 AM	7	4	11
443	11/1/2009	04:15 AM	6	11	17



Number	Date	Time	NB	SB	Total
444	11/1/2009	04:30 AM	4	5	9
445	11/1/2009	04:45 AM	5	7	12
446	11/1/2009	05:00 AM	6	13	19
447	11/1/2009	05:15 AM	10	17	27
448	11/1/2009	05:30 AM	5	14	19
449	11/1/2009	05:45 AM	9	12	21
450	11/1/2009	06:00 AM	8	11	19
451	11/1/2009	06:15 AM	18	17	35
452	11/1/2009	06:30 AM	21	18	39
453	11/1/2009	06:45 AM	26	27	53
454	11/1/2009	07:00 AM	38	25	63
455	11/1/2009	07:15 AM	76	43	119
456	11/1/2009	07:30 AM	60	41	101
457	11/1/2009	07:45 AM	58	45	103
458	11/1/2009	08:00 AM	48	46	94
459	11/1/2009	08:15 AM	82	66	148
460	11/1/2009	08:30 AM	86	64	150
461	11/1/2009	08:45 AM	106	130	236
462	11/1/2009	09:00 AM	89	89	178
463	11/1/2009	09:15 AM	151	112	263
464	11/1/2009	09:30 AM	94	91	185
465	11/1/2009	09:45 AM	86	95	181
466	11/1/2009	10:00 AM	97	97	194
467	11/1/2009	10:15 AM	125	141	266
468	11/1/2009	10:30 AM	82	125	207
469	11/1/2009	10:45 AM	81	173	254
470	11/1/2009	11:00 AM	106	161	267
471	11/1/2009	11:15 AM	93	106	199
472	11/1/2009	11:30 AM	118	130	248
473	11/1/2009	11:45 AM	108	108	216
474	11/1/2009	12:00 PM	120	143	263
475	11/1/2009	12:15 PM	117	135	252
476	11/1/2009	12:30 PM	113	108	221
477	11/1/2009	12:45 PM	103	162	265
478	11/1/2009	01:00 PM	116	145	261
479	11/1/2009	01:15 PM	109	129	238
480	11/1/2009	01:30 PM	112	122	234
481	11/1/2009	01:45 PM	131	131	262
482	11/1/2009	02:00 PM	141	108	249
483	11/1/2009	02:15 PM	132	124	256
484	11/1/2009	02:30 PM	129	108	237
485	11/1/2009	02:45 PM	111	119	230
486	11/1/2009	03:00 PM	104	117	221
487	11/1/2009	03:15 PM	97	117	214
488	11/1/2009	03:30 PM	116	110	226
489	11/1/2009	03:45 PM	115	114	229

Number	Date	Time	NB	SB	Total
490	11/1/2009	04:00 PM	101	99	200
491	11/1/2009	04:15 PM	127	115	242
492	11/1/2009	04:30 PM	115	143	258
493	11/1/2009	04:45 PM	104	114	218
494	11/1/2009	05:00 PM	109	129	238
495	11/1/2009	05:15 PM	107	100	207
496	11/1/2009	05:30 PM	100	107	207
497	11/1/2009	05:45 PM	79	119	198
498	11/1/2009	06:00 PM	88	73	161
499	11/1/2009	06:15 PM	73	91	164
500	11/1/2009	06:30 PM	88	73	161
501	11/1/2009	06:45 PM	73	77	150
502	11/1/2009	07:00 PM	65	62	127
503	11/1/2009	07:15 PM	58	70	128
504	11/1/2009	07:30 PM	62	45	107
505	11/1/2009	07:45 PM	48	56	104
506	11/1/2009	08:00 PM	43	37	80
507	11/1/2009	08:15 PM	41	37	78
508	11/1/2009	08:30 PM	51	29	80
509	11/1/2009	08:45 PM	37	28	65
510	11/1/2009	09:00 PM	46	25	71
511	11/1/2009	09:15 PM	34	28	62
512	11/1/2009	09:30 PM	23	28	51
513	11/1/2009	09:45 PM	23	17	40
514	11/1/2009	10:00 PM	28	17	45
515	11/1/2009	10:15 PM	23	13	36
516	11/1/2009	10:30 PM	22	13	35
517	11/1/2009	10:45 PM	23	20	43
518	11/1/2009	11:00 PM	11	8	19
519	11/1/2009	11:15 PM	12	7	19
520	11/1/2009	11:30 PM	17	9	26
521	11/1/2009	11:45 PM	16	10	26
<b>Daily Total*</b>			<b>5899</b>	<b>6065</b>	<b>11964</b>
522	11/2/2009	12:00 AM	5	4	9
523	11/2/2009	12:15 AM	7	4	11
524	11/2/2009	12:30 AM	4	6	10
525	11/2/2009	12:45 AM	5	3	8
526	11/2/2009	01:00 AM	6	4	10
527	11/2/2009	01:15 AM	4	4	8
528	11/2/2009	01:30 AM	4	1	5
529	11/2/2009	01:45 AM	7	4	11
530	11/2/2009	02:00 AM	5	6	11
531	11/2/2009	02:15 AM	4	3	7
532	11/2/2009	02:30 AM	3	4	7
533	11/2/2009	02:45 AM	4	2	6
534	11/2/2009	03:00 AM	7	6	13



Number	Date	Time	NB	SB	Total
535	11/2/2009	03:15 AM	2	5	7
536	11/2/2009	03:30 AM	4	6	10
537	11/2/2009	03:45 AM	2	3	5
538	11/2/2009	04:00 AM	6	4	10
539	11/2/2009	04:15 AM	6	11	17
540	11/2/2009	04:30 AM	9	12	21
541	11/2/2009	04:45 AM	11	19	30
542	11/2/2009	05:00 AM	11	26	37
543	11/2/2009	05:15 AM	21	62	83
544	11/2/2009	05:30 AM	28	37	65
545	11/2/2009	05:45 AM	34	50	84
546	11/2/2009	06:00 AM	60	74	134
547	11/2/2009	06:15 AM	51	86	137
548	11/2/2009	06:30 AM	94	84	178
549	11/2/2009	06:45 AM	155	144	299
550	11/2/2009	07:00 AM	215	188	403
551	11/2/2009	07:15 AM	226	209	435
552	11/2/2009	07:30 AM	206	235	441
553	11/2/2009	07:45 AM	177	175	352
554	11/2/2009	08:00 AM	161	158	319
555	11/2/2009	08:15 AM	163	174	337
556	11/2/2009	08:30 AM	142	154	296
557	11/2/2009	08:45 AM	148	134	282
558	11/2/2009	09:00 AM	117	152	269
559	11/2/2009	09:15 AM	140	145	285
560	11/2/2009	09:30 AM	148	151	299
561	11/2/2009	09:45 AM	146	141	287
562	11/2/2009	10:00 AM	167	182	349
563	11/2/2009	10:15 AM	130	193	323
564	11/2/2009	10:30 AM	158	155	313
565	11/2/2009	10:45 AM	163	188	351
566	11/2/2009	11:00 AM	175	205	380
567	11/2/2009	11:15 AM	190	210	400
568	11/2/2009	11:30 AM	167	243	410
569	11/2/2009	11:45 AM	149	211	360
570	11/2/2009	12:00 PM	177	199	376
571	11/2/2009	12:15 PM	187	192	379
572	11/2/2009	12:30 PM	217	201	418
573	11/2/2009	12:45 PM	169	208	377
574	11/2/2009	01:00 PM	171	183	354
575	11/2/2009	01:15 PM	176	162	338
576	11/2/2009	01:30 PM	197	186	383
577	11/2/2009	01:45 PM	206	209	415
578	11/2/2009	02:00 PM	218	231	449
579	11/2/2009	02:15 PM	210	266	476
580	11/2/2009	02:30 PM	211	237	448

Number	Date	Time	NB	SB	Total
581	11/2/2009	02:45 PM	213	262	475
582	11/2/2009	03:00 PM	204	236	440
583	11/2/2009	03:15 PM	237	223	460
584	11/2/2009	03:30 PM	214	233	447
585	11/2/2009	03:45 PM	202	249	451
586	11/2/2009	04:00 PM	176	228	404
587	11/2/2009	04:15 PM	218	250	468
588	11/2/2009	04:30 PM	213	281	494
589	11/2/2009	04:45 PM	183	255	438
590	11/2/2009	05:00 PM	213	237	450
591	11/2/2009	05:15 PM	217	223	440
592	11/2/2009	05:30 PM	166	191	357
593	11/2/2009	05:45 PM	162	200	362
594	11/2/2009	06:00 PM	143	127	270
595	11/2/2009	06:15 PM	104	125	229
596	11/2/2009	06:30 PM	101	109	210
597	11/2/2009	06:45 PM	82	95	177
598	11/2/2009	07:00 PM	97	100	197
599	11/2/2009	07:15 PM	94	87	181
600	11/2/2009	07:30 PM	84	80	164
601	11/2/2009	07:45 PM	83	115	198
602	11/2/2009	08:00 PM	60	71	131
603	11/2/2009	08:15 PM	67	88	155
604	11/2/2009	08:30 PM	42	91	133
605	11/2/2009	08:45 PM	45	56	101
606	11/2/2009	09:00 PM	56	47	103
607	11/2/2009	09:15 PM	28	45	73
608	11/2/2009	09:30 PM	31	28	59
609	11/2/2009	09:45 PM	28	28	56
610	11/2/2009	10:00 PM	33	24	57
611	11/2/2009	10:15 PM	24	23	47
612	11/2/2009	10:30 PM	24	11	35
613	11/2/2009	10:45 PM	17	13	30
614	11/2/2009	11:00 PM	16	12	28
615	11/2/2009	11:15 PM	14	9	23
616	11/2/2009	11:30 PM	11	4	15
617	11/2/2009	11:45 PM	10	8	18
<b>Daily Total</b>			<b>9898</b>	<b>11015</b>	<b>20913</b>
618	11/3/2009	12:00 AM	9	9	18
619	11/3/2009	12:15 AM	14	5	19
620	11/3/2009	12:30 AM	9	3	12
621	11/3/2009	12:45 AM	5	4	9
622	11/3/2009	01:00 AM	3	5	8
623	11/3/2009	01:15 AM	4	2	6
624	11/3/2009	01:30 AM	3	1	4
625	11/3/2009	01:45 AM	4	4	8



Number	Date	Time	NB	SB	Total
626	11/3/2009	02:00 AM	4	2	6
627	11/3/2009	02:15 AM	4	3	7
628	11/3/2009	02:30 AM	1	0	1
629	11/3/2009	02:45 AM	1	1	2
630	11/3/2009	03:00 AM	4	4	8
631	11/3/2009	03:15 AM	4	9	13
632	11/3/2009	03:30 AM	6	6	12
633	11/3/2009	03:45 AM	2	4	6
634	11/3/2009	04:00 AM	3	7	10
635	11/3/2009	04:15 AM	7	17	24
636	11/3/2009	04:30 AM	11	14	25
637	11/3/2009	04:45 AM	9	23	32
638	11/3/2009	05:00 AM	17	32	49
639	11/3/2009	05:15 AM	21	52	73
640	11/3/2009	05:30 AM	29	54	83
641	11/3/2009	05:45 AM	34	35	69
642	11/3/2009	06:00 AM	53	68	121
643	11/3/2009	06:15 AM	66	91	157
644	11/3/2009	06:30 AM	105	104	209
645	11/3/2009	06:45 AM	159	142	301
646	11/3/2009	07:00 AM	206	212	418
647	11/3/2009	07:15 AM	232	238	470
648	11/3/2009	07:30 AM	212	228	440
649	11/3/2009	07:45 AM	165	173	338
650	11/3/2009	08:00 AM	171	154	325
651	11/3/2009	08:15 AM	148	192	340
652	11/3/2009	08:30 AM	161	151	312
653	11/3/2009	08:45 AM	139	159	298
654	11/3/2009	09:00 AM	160	139	299
655	11/3/2009	09:15 AM	145	156	301
656	11/3/2009	09:30 AM	161	152	313
657	11/3/2009	09:45 AM	147	164	311
658	11/3/2009	10:00 AM	136	160	296
659	11/3/2009	10:15 AM	151	171	322
660	11/3/2009	10:30 AM	176	184	360
661	11/3/2009	10:45 AM	182	195	377
662	11/3/2009	11:00 AM	191	208	399
663	11/3/2009	11:15 AM	169	218	387
664	11/3/2009	11:30 AM	176	217	393
665	11/3/2009	11:45 AM	189	194	383
666	11/3/2009	12:00 PM	160	188	348
667	11/3/2009	12:15 PM	201	214	415
668	11/3/2009	12:30 PM	204	216	420
669	11/3/2009	12:45 PM	189	210	399
670	11/3/2009	01:00 PM	184	197	381
671	11/3/2009	01:15 PM	172	173	345

Number	Date	Time	NB	SB	Total
672	11/3/2009	01:30 PM	216	178	394
673	11/3/2009	01:45 PM	223	208	431
674	11/3/2009	02:00 PM	242	260	502
675	11/3/2009	02:15 PM	194	273	467
676	11/3/2009	02:30 PM	195	218	413
677	11/3/2009	02:45 PM	191	272	463
678	11/3/2009	03:00 PM	210	267	477
679	11/3/2009	03:15 PM	195	236	431
680	11/3/2009	03:30 PM	227	245	472
681	11/3/2009	03:45 PM	198	270	468
682	11/3/2009	04:00 PM	221	265	486
683	11/3/2009	04:15 PM	218	261	479
684	11/3/2009	04:30 PM	198	313	511
685	11/3/2009	04:45 PM	244	266	510
686	11/3/2009	05:00 PM	200	242	442
687	11/3/2009	05:15 PM	194	238	432
688	11/3/2009	05:30 PM	169	240	409
689	11/3/2009	05:45 PM	171	187	358
690	11/3/2009	06:00 PM	128	141	269
691	11/3/2009	06:15 PM	131	123	254
692	11/3/2009	06:30 PM	103	132	235
693	11/3/2009	06:45 PM	99	93	192
694	11/3/2009	07:00 PM	84	83	167
695	11/3/2009	07:15 PM	71	88	159
696	11/3/2009	07:30 PM	70	108	178
697	11/3/2009	07:45 PM	81	92	173
698	11/3/2009	08:00 PM	75	84	159
699	11/3/2009	08:15 PM	45	73	118
700	11/3/2009	08:30 PM	65	77	142
701	11/3/2009	08:45 PM	52	57	109
702	11/3/2009	09:00 PM	49	48	97
703	11/3/2009	09:15 PM	44	40	84
704	11/3/2009	09:30 PM	41	36	77
705	11/3/2009	09:45 PM	38	27	65
706	11/3/2009	10:00 PM	24	34	58
707	11/3/2009	10:15 PM	29	14	43
708	11/3/2009	10:30 PM	19	12	31
709	11/3/2009	10:45 PM	23	16	39
710	11/3/2009	11:00 PM	17	20	37
711	11/3/2009	11:15 PM	9	8	17
712	11/3/2009	11:30 PM	12	9	21
713	11/3/2009	11:45 PM	11	8	19
<b>Daily Total</b>			<b>10144</b>	<b>11426</b>	<b>21570</b>
714	11/4/2009	12:00 AM	13	6	19
715	11/4/2009	12:15 AM	10	7	17
716	11/4/2009	12:30 AM	11	5	16



Number	Date	Time	NB	SB	Total
717	11/4/2009	12:45 AM	6	2	8
718	11/4/2009	01:00 AM	3	10	13
719	11/4/2009	01:15 AM	6	2	8
720	11/4/2009	01:30 AM	3	3	6
721	11/4/2009	01:45 AM	7	3	10
722	11/4/2009	02:00 AM	2	7	9
723	11/4/2009	02:15 AM	4	9	13
724	11/4/2009	02:30 AM	6	7	13
725	11/4/2009	02:45 AM	1	3	4
726	11/4/2009	03:00 AM	10	6	16
727	11/4/2009	03:15 AM	4	6	10
728	11/4/2009	03:30 AM	2	12	14
729	11/4/2009	03:45 AM	2	6	8
730	11/4/2009	04:00 AM	6	6	12
731	11/4/2009	04:15 AM	9	18	27
732	11/4/2009	04:30 AM	5	15	20
733	11/4/2009	04:45 AM	19	21	40
734	11/4/2009	05:00 AM	14	30	44
735	11/4/2009	05:15 AM	22	59	81
736	11/4/2009	05:30 AM	22	50	72
737	11/4/2009	05:45 AM	45	40	85
738	11/4/2009	06:00 AM	56	64	120
739	11/4/2009	06:15 AM	48	100	148
740	11/4/2009	06:30 AM	98	94	192
741	11/4/2009	06:45 AM	157	135	292
742	11/4/2009	07:00 AM	194	203	397
743	11/4/2009	07:15 AM	209	241	450
744	11/4/2009	07:30 AM	194	207	401
745	11/4/2009	07:45 AM	164	171	335
746	11/4/2009	08:00 AM	170	161	331
747	11/4/2009	08:15 AM	178	156	334
748	11/4/2009	08:30 AM	158	129	287
749	11/4/2009	08:45 AM	108	129	237
<b>Daily Total*</b>			<b>1966</b>	<b>2123</b>	<b>4089</b>

\* Not included in calculation of average daily traffic

## Summary

Average Daily Traffic	-	21,395
▪ Nouthbound	-	10,137
▪ Southbound	-	11,257
AM Peak (7 am)	-	1605
PM Peak (4 pm)	-	1862



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## C.2 Speed Data

The following charts list the speed data collected at 3 locations along 4th Street; south of Linda Vista Lane, between Geenlaw Lane and Felice Avenue, and between 5th Avenue and 4th Avenue. Data was collected in both the northbound and southbound direction over the course of 9 days between Tuesday, October 27, 2009 and Wednesday, November 4, 2009. Each day recorded speeds over a 24 hour period, except on the first and last days of the counts where the number of hours recorded varies by location. Data was consolidated into speeds less than or equal to 25 mph, 26-30 mph, 31-35 mph, 36-40 mph, and greater than 40 mph.

### C.2.1 Speed Data South of Linda Vista

Start Date: 10/27/2009							
Start Time: 3:30:00 PM							
Site Code: South of Linda Vista							
No.	Date	Time	<25	26-30	31-35	36-40	>40
1	10/27/2009	03:30 PM	76	1	0	0	2
2	10/27/2009	03:45 PM	72	4	0	0	3
3	10/27/2009	04:00 PM	46	8	5	1	0
4	10/27/2009	04:15 PM	46	14	5	0	3
5	10/27/2009	04:30 PM	28	7	0	1	1
6	10/27/2009	04:45 PM	46	10	4	1	1
7	10/27/2009	05:00 PM	39	12	2	1	1
8	10/27/2009	05:15 PM	42	18	6	2	0
9	10/27/2009	05:30 PM	36	16	4	0	0
10	10/27/2009	05:45 PM	45	18	5	0	2
11	10/27/2009	06:00 PM	53	14	3	0	3
12	10/27/2009	06:15 PM	32	21	5	0	3
13	10/27/2009	06:30 PM	35	13	5	2	0
14	10/27/2009	06:45 PM	35	19	6	5	0
15	10/27/2009	07:00 PM	27	16	5	1	4
16	10/27/2009	07:15 PM	35	14	7	2	2
17	10/27/2009	07:30 PM	22	11	4	1	0
18	10/27/2009	07:45 PM	11	7	4	2	0
19	10/27/2009	08:00 PM	10	10	9	1	0
20	10/27/2009	08:15 PM	17	8	3	3	0
21	10/27/2009	08:30 PM	10	6	3	1	1
22	10/27/2009	08:45 PM	4	4	2	1	0
23	10/27/2009	09:00 PM	6	6	3	1	0
24	10/27/2009	09:15 PM	5	10	1	2	1
25	10/27/2009	09:30 PM	4	9	5	0	0
26	10/27/2009	09:45 PM	10	0	5	2	0
27	10/27/2009	10:00 PM	10	5	1	0	0
28	10/27/2009	10:15 PM	5	4	1	0	0
29	10/27/2009	10:30 PM	5	4	1	0	0
30	10/27/2009	10:45 PM	6	0	1	0	0
31	10/27/2009	11:00 PM	6	1	1	1	0
32	10/27/2009	11:15 PM	3	1	1	0	0
33	10/27/2009	11:30 PM	2	0	1	1	1

No.	Date	Time	<25	26-30	31-35	36-40	>40
34	10/27/2009	11:45 PM	3	1	4	0	0
35	10/28/2009	12:00 AM	2	2	1	0	0
36	10/28/2009	12:15 AM	3	2	1	0	0
37	10/28/2009	12:30 AM	0	0	0	1	0
38	10/28/2009	12:45 AM	4	0	2	0	1
39	10/28/2009	01:00 AM	0	0	0	0	0
40	10/28/2009	01:15 AM	0	0	0	0	0
41	10/28/2009	01:30 AM	0	0	0	0	0
42	10/28/2009	01:45 AM	0	0	0	0	0
43	10/28/2009	02:00 AM	0	1	0	1	0
44	10/28/2009	02:15 AM	1	0	0	1	0
45	10/28/2009	02:30 AM	0	0	0	0	0
46	10/28/2009	02:45 AM	0	1	0	0	0
47	10/28/2009	03:00 AM	0	1	0	0	0
48	10/28/2009	03:15 AM	0	0	0	0	0
49	10/28/2009	03:30 AM	0	0	0	0	0
50	10/28/2009	03:45 AM	0	0	0	0	0
51	10/28/2009	04:00 AM	1	0	0	1	0
52	10/28/2009	04:15 AM	2	0	0	0	0
53	10/28/2009	04:30 AM	2	0	0	0	0
54	10/28/2009	04:45 AM	0	1	0	0	0
55	10/28/2009	05:00 AM	0	0	0	0	0
56	10/28/2009	05:15 AM	0	0	0	0	0
57	10/28/2009	05:30 AM	1	0	0	0	1
58	10/28/2009	05:45 AM	0	0	0	0	0
59	10/28/2009	06:00 AM	0	1	0	0	0
60	10/28/2009	06:15 AM	0	2	0	0	0
61	10/28/2009	06:30 AM	4	0	4	3	1
62	10/28/2009	06:45 AM	3	2	1	2	0
63	10/28/2009	07:00 AM	0	2	1	0	0
64	10/28/2009	07:15 AM	0	2	0	0	1
65	10/28/2009	07:30 AM	11	6	1	0	0
66	10/28/2009	07:45 AM	8	7	4	1	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
67	10/28/2009	08:00 AM	27	4	1	1	2
68	10/28/2009	08:15 AM	37	8	0	0	1
69	10/28/2009	08:30 AM	59	4	1	1	2
70	10/28/2009	08:45 AM	54	1	2	0	4
71	10/28/2009	09:00 AM	60	1	0	1	0
72	10/28/2009	09:15 AM	44	4	2	1	0
73	10/28/2009	09:30 AM	50	5	3	0	1
74	10/28/2009	09:45 AM	52	3	2	0	0
75	10/28/2009	10:00 AM	24	4	2	0	0
76	10/28/2009	10:15 AM	25	1	0	0	0
77	10/28/2009	10:30 AM	35	2	2	1	0
78	10/28/2009	10:45 AM	30	3	0	1	0
79	10/28/2009	11:00 AM	29	3	0	1	1
80	10/28/2009	11:15 AM	23	7	2	0	0
81	10/28/2009	11:30 AM	19	3	3	0	0
82	10/28/2009	11:45 AM	26	4	0	0	0
83	10/28/2009	12:00 PM	24	0	1	0	0
84	10/28/2009	12:15 PM	25	3	1	0	0
85	10/28/2009	12:30 PM	38	0	0	0	0
86	10/28/2009	12:45 PM	37	0	1	0	0
87	10/28/2009	01:00 PM	48	6	1	0	0
88	10/28/2009	01:15 PM	30	3	2	0	0
89	10/28/2009	01:30 PM	28	2	2	0	0
90	10/28/2009	01:45 PM	46	1	0	0	1
91	10/28/2009	02:00 PM	44	2	0	0	0
92	10/28/2009	02:15 PM	41	6	1	1	0
93	10/28/2009	02:30 PM	24	1	1	0	0
94	10/28/2009	02:45 PM	37	1	1	0	0
95	10/28/2009	03:00 PM	54	2	0	0	1
96	10/28/2009	03:15 PM	35	1	0	0	1
97	10/28/2009	03:30 PM	66	2	1	0	0
98	10/28/2009	03:45 PM	47	2	3	2	2
99	10/28/2009	04:00 PM	60	10	4	0	2
100	10/28/2009	04:15 PM	40	6	0	0	2
101	10/28/2009	04:30 PM	31	9	4	0	1
102	10/28/2009	04:45 PM	40	5	4	0	4
103	10/28/2009	05:00 PM	58	7	3	1	0
104	10/28/2009	05:15 PM	48	13	4	0	1
105	10/28/2009	05:30 PM	46	12	4	1	2
106	10/28/2009	05:45 PM	31	9	4	0	0
107	10/28/2009	06:00 PM	37	11	4	1	0
108	10/28/2009	06:15 PM	27	12	3	0	0
109	10/28/2009	06:30 PM	37	9	2	1	0
110	10/28/2009	06:45 PM	36	6	1	0	1
111	10/28/2009	07:00 PM	35	2	2	1	0
112	10/28/2009	07:15 PM	34	2	0	2	0

No.	Date	Time	<25	26-30	31-35	36-40	>40
113	10/28/2009	07:30 PM	20	6	1	0	0
114	10/28/2009	07:45 PM	17	5	1	0	1
115	10/28/2009	08:00 PM	15	2	6	3	4
116	10/28/2009	08:15 PM	7	0	4	1	6
117	10/28/2009	08:30 PM	8	2	3	3	4
118	10/28/2009	08:45 PM	13	0	1	2	6
119	10/28/2009	09:00 PM	6	1	3	7	11
120	10/28/2009	09:15 PM	9	0	5	7	10
121	10/28/2009	09:30 PM	2	0	1	3	17
122	10/28/2009	09:45 PM	3	2	1	1	8
123	10/28/2009	10:00 PM	2	0	1	4	7
124	10/28/2009	10:15 PM	2	0	1	3	4
125	10/28/2009	10:30 PM	1	0	0	2	7
126	10/28/2009	10:45 PM	1	0	1	1	7
127	10/28/2009	11:00 PM	0	0	0	2	5
128	10/28/2009	11:15 PM	1	1	0	2	9
129	10/28/2009	11:30 PM	1	0	1	5	5
130	10/28/2009	11:45 PM	0	0	0	0	2
131	10/29/2009	12:00 AM	1	0	1	0	3
132	10/29/2009	12:15 AM	0	0	0	2	2
133	10/29/2009	12:30 AM	1	0	3	2	2
134	10/29/2009	12:45 AM	0	0	0	0	1
135	10/29/2009	01:00 AM	1	0	0	0	1
136	10/29/2009	01:15 AM	0	0	0	0	4
137	10/29/2009	01:30 AM	0	0	0	0	2
138	10/29/2009	01:45 AM	0	0	0	0	0
139	10/29/2009	02:00 AM	0	0	0	0	1
140	10/29/2009	02:15 AM	0	0	0	0	0
141	10/29/2009	02:30 AM	0	0	0	1	0
142	10/29/2009	02:45 AM	0	0	0	0	1
143	10/29/2009	03:00 AM	0	0	0	1	0
144	10/29/2009	03:15 AM	0	0	0	0	3
145	10/29/2009	03:30 AM	0	0	0	0	1
146	10/29/2009	03:45 AM	0	0	0	1	1
147	10/29/2009	04:00 AM	0	0	0	0	0
148	10/29/2009	04:15 AM	1	0	0	0	1
149	10/29/2009	04:30 AM	0	0	0	0	0
150	10/29/2009	04:45 AM	0	0	0	0	4
151	10/29/2009	05:00 AM	0	0	0	0	0
152	10/29/2009	05:15 AM	0	0	1	0	3
153	10/29/2009	05:30 AM	0	0	0	0	3
154	10/29/2009	05:45 AM	0	0	0	0	2
155	10/29/2009	06:00 AM	0	0	0	0	3
156	10/29/2009	06:15 AM	0	0	0	1	2
157	10/29/2009	06:30 AM	0	0	0	0	7
158	10/29/2009	06:45 AM	1	0	0	1	9



No.	Date	Time	<25	26-30	31-35	36-40	>40
159	10/29/2009	07:00 AM	1	0	1	2	6
160	10/29/2009	07:15 AM	1	0	0	0	6
161	10/29/2009	07:30 AM	8	0	0	5	9
162	10/29/2009	07:45 AM	7	0	0	2	12
163	10/29/2009	08:00 AM	13	1	9	6	19
164	10/29/2009	08:15 AM	32	4	6	3	26
165	10/29/2009	08:30 AM	45	4	3	5	22
166	10/29/2009	08:45 AM	44	0	1	2	2
167	10/29/2009	09:00 AM	43	5	3	3	10
168	10/29/2009	09:15 AM	10	16	6	8	19
169	10/29/2009	09:30 AM	13	7	8	11	18
170	10/29/2009	09:45 AM	12	12	5	2	8
171	10/29/2009	10:00 AM	7	12	13	4	13
172	10/29/2009	10:15 AM	5	5	6	4	5
173	10/29/2009	10:30 AM	6	9	4	3	6
174	10/29/2009	10:45 AM	8	7	6	1	6
175	10/29/2009	11:00 AM	12	6	7	4	5
176	10/29/2009	11:15 AM	5	12	9	4	7
177	10/29/2009	11:30 AM	8	8	4	4	4
178	10/29/2009	11:45 AM	18	11	4	4	4
179	10/29/2009	12:00 PM	16	19	11	6	7
180	10/29/2009	12:15 PM	16	8	11	3	4
181	10/29/2009	12:30 PM	11	8	12	4	4
182	10/29/2009	12:45 PM	11	16	11	3	9
183	10/29/2009	01:00 PM	11	15	8	5	4
184	10/29/2009	01:15 PM	15	12	4	6	7
185	10/29/2009	01:30 PM	18	8	5	3	6
186	10/29/2009	01:45 PM	5	14	14	5	4
187	10/29/2009	02:00 PM	15	11	6	4	8
188	10/29/2009	02:15 PM	15	7	4	2	2
189	10/29/2009	02:30 PM	18	2	1	1	1
190	10/29/2009	02:45 PM	17	3	1	0	0
191	10/29/2009	03:00 PM	38	2	1	0	1
192	10/29/2009	03:15 PM	30	2	1	0	0
193	10/29/2009	03:30 PM	45	1	0	0	2
194	10/29/2009	03:45 PM	37	2	0	0	1
195	10/29/2009	04:00 PM	36	11	4	1	1
196	10/29/2009	04:15 PM	33	7	4	0	0
197	10/29/2009	04:30 PM	30	12	5	0	4
198	10/29/2009	04:45 PM	29	8	7	1	0
199	10/29/2009	05:00 PM	39	8	7	1	2
200	10/29/2009	05:15 PM	34	6	3	3	0
201	10/29/2009	05:30 PM	51	13	7	0	2
202	10/29/2009	05:45 PM	45	10	6	4	2
203	10/29/2009	06:00 PM	50	8	5	2	3
204	10/29/2009	06:15 PM	50	19	5	0	1

No.	Date	Time	<25	26-30	31-35	36-40	>40
205	10/29/2009	06:30 PM	49	9	7	0	2
206	10/29/2009	06:45 PM	30	17	10	4	2
207	10/29/2009	07:00 PM	18	15	5	6	2
208	10/29/2009	07:15 PM	23	14	9	1	3
209	10/29/2009	07:30 PM	21	7	11	0	4
210	10/29/2009	07:45 PM	28	13	6	1	0
211	10/29/2009	08:00 PM	19	11	4	2	1
212	10/29/2009	08:15 PM	9	5	2	4	1
213	10/29/2009	08:30 PM	12	6	3	2	0
214	10/29/2009	08:45 PM	20	5	4	2	3
215	10/29/2009	09:00 PM	8	3	3	2	0
216	10/29/2009	09:15 PM	12	6	2	0	1
217	10/29/2009	09:30 PM	12	4	12	3	2
218	10/29/2009	09:45 PM	19	5	7	2	3
219	10/29/2009	10:00 PM	12	11	0	2	0
220	10/29/2009	10:15 PM	9	6	4	1	0
221	10/29/2009	10:30 PM	8	1	1	1	2
222	10/29/2009	10:45 PM	3	1	0	0	0
223	10/29/2009	11:00 PM	7	1	1	0	0
224	10/29/2009	11:15 PM	7	5	1	0	1
225	10/29/2009	11:30 PM	3	1	0	2	0
226	10/29/2009	11:45 PM	3	2	0	1	1
227	10/30/2009	12:00 AM	0	1	1	0	0
228	10/30/2009	12:15 AM	2	2	0	0	1
229	10/30/2009	12:30 AM	1	0	1	0	0
230	10/30/2009	12:45 AM	0	1	1	0	0
231	10/30/2009	01:00 AM	3	0	0	1	0
232	10/30/2009	01:15 AM	1	0	0	0	0
233	10/30/2009	01:30 AM	2	0	0	0	0
234	10/30/2009	01:45 AM	1	0	0	0	0
235	10/30/2009	02:00 AM	1	0	0	0	1
236	10/30/2009	02:15 AM	1	0	1	0	0
237	10/30/2009	02:30 AM	0	0	0	0	0
238	10/30/2009	02:45 AM	1	0	0	0	0
239	10/30/2009	03:00 AM	3	0	0	0	0
240	10/30/2009	03:15 AM	0	1	0	0	0
241	10/30/2009	03:30 AM	0	0	0	0	0
242	10/30/2009	03:45 AM	1	0	0	0	0
243	10/30/2009	04:00 AM	0	0	0	0	0
244	10/30/2009	04:15 AM	2	0	0	0	0
245	10/30/2009	04:30 AM	1	0	0	0	0
246	10/30/2009	04:45 AM	0	0	0	0	0
247	10/30/2009	05:00 AM	0	0	0	0	0
248	10/30/2009	05:15 AM	1	1	0	0	0
249	10/30/2009	05:30 AM	2	0	0	0	0
250	10/30/2009	05:45 AM	0	0	0	0	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
251	10/30/2009	06:00 AM	2	1	0	0	1
252	10/30/2009	06:15 AM	2	0	0	0	0
253	10/30/2009	06:30 AM	3	2	2	0	0
254	10/30/2009	06:45 AM	8	0	0	1	1
255	10/30/2009	07:00 AM	4	1	0	0	0
256	10/30/2009	07:15 AM	4	1	0	0	2
257	10/30/2009	07:30 AM	5	1	0	1	0
258	10/30/2009	07:45 AM	16	1	0	1	3
259	10/30/2009	08:00 AM	34	2	0	0	1
260	10/30/2009	08:15 AM	49	2	0	1	1
261	10/30/2009	08:30 AM	58	0	0	0	1
262	10/30/2009	08:45 AM	62	2	1	0	0
263	10/30/2009	09:00 AM	64	0	1	0	2
264	10/30/2009	09:15 AM	35	2	2	1	0
265	10/30/2009	09:30 AM	38	2	0	1	1
266	10/30/2009	09:45 AM	36	7	1	0	1
267	10/30/2009	10:00 AM	32	2	2	1	1
268	10/30/2009	10:15 AM	22	2	0	0	0
269	10/30/2009	10:30 AM	22	0	3	0	1
270	10/30/2009	10:45 AM	20	2	1	1	1
271	10/30/2009	11:00 AM	19	2	0	0	0
272	10/30/2009	11:15 AM	24	2	1	0	1
273	10/30/2009	11:30 AM	22	1	0	0	0
274	10/30/2009	11:45 AM	35	3	1	0	1
275	10/30/2009	12:00 PM	40	3	3	0	1
276	10/30/2009	12:15 PM	30	3	2	0	0
277	10/30/2009	12:30 PM	37	1	0	0	0
278	10/30/2009	12:45 PM	40	3	0	1	0
279	10/30/2009	01:00 PM	60	0	1	2	0
280	10/30/2009	01:15 PM	50	1	1	0	0
281	10/30/2009	01:30 PM	40	2	3	0	4
282	10/30/2009	01:45 PM	39	3	0	2	2
283	10/30/2009	02:00 PM	32	3	2	0	0
284	10/30/2009	02:15 PM	28	4	2	2	0
285	10/30/2009	02:30 PM	33	5	4	0	0
286	10/30/2009	02:45 PM	22	6	2	0	0
287	10/30/2009	03:00 PM	28	2	0	1	0
288	10/30/2009	03:15 PM	31	6	3	0	0
289	10/30/2009	03:30 PM	54	3	0	1	2
290	10/30/2009	03:45 PM	37	5	5	0	0
291	10/30/2009	04:00 PM	30	10	4	0	2
292	10/30/2009	04:15 PM	25	15	8	2	1
293	10/30/2009	04:30 PM	35	7	7	3	1
294	10/30/2009	04:45 PM	34	12	9	0	0
295	10/30/2009	05:00 PM	33	12	6	2	1
296	10/30/2009	05:15 PM	33	19	7	5	0

No.	Date	Time	<25	26-30	31-35	36-40	>40
297	10/30/2009	05:30 PM	33	22	4	1	1
298	10/30/2009	05:45 PM	20	16	7	1	0
299	10/30/2009	06:00 PM	42	17	3	1	0
300	10/30/2009	06:15 PM	38	15	4	1	1
301	10/30/2009	06:30 PM	50	20	6	1	2
302	10/30/2009	06:45 PM	40	15	7	1	2
303	10/30/2009	07:00 PM	32	13	7	4	4
304	10/30/2009	07:15 PM	35	7	11	1	1
305	10/30/2009	07:30 PM	30	12	7	2	0
306	10/30/2009	07:45 PM	21	9	8	3	1
307	10/30/2009	08:00 PM	32	7	14	0	0
308	10/30/2009	08:15 PM	18	5	7	1	0
309	10/30/2009	08:30 PM	24	5	8	1	0
310	10/30/2009	08:45 PM	19	8	4	0	0
311	10/30/2009	09:00 PM	16	8	2	1	1
312	10/30/2009	09:15 PM	18	5	5	1	0
313	10/30/2009	09:30 PM	7	3	4	1	1
314	10/30/2009	09:45 PM	10	4	4	1	0
315	10/30/2009	10:00 PM	17	3	1	0	1
316	10/30/2009	10:15 PM	16	3	2	2	2
317	10/30/2009	10:30 PM	18	4	2	1	0
318	10/30/2009	10:45 PM	10	5	1	0	1
319	10/30/2009	11:00 PM	8	3	5	1	1
320	10/30/2009	11:15 PM	12	3	0	2	1
321	10/30/2009	11:30 PM	6	0	0	0	1
322	10/30/2009	11:45 PM	6	3	1	0	0
323	10/31/2009	12:00 AM	10	2	1	0	0
324	10/31/2009	12:15 AM	6	1	3	0	0
325	10/31/2009	12:30 AM	2	0	0	0	0
326	10/31/2009	12:45 AM	4	1	2	0	0
327	10/31/2009	01:00 AM	1	1	1	0	0
328	10/31/2009	01:15 AM	3	1	1	0	1
329	10/31/2009	01:30 AM	1	1	2	0	0
330	10/31/2009	01:45 AM	4	0	2	0	1
331	10/31/2009	02:00 AM	3	0	0	1	1
332	10/31/2009	02:15 AM	2	1	0	0	1
333	10/31/2009	02:30 AM	2	1	0	0	0
334	10/31/2009	02:45 AM	1	0	0	0	0
335	10/31/2009	03:00 AM	0	0	0	0	0
336	10/31/2009	03:15 AM	2	0	0	0	0
337	10/31/2009	03:30 AM	1	0	0	1	1
338	10/31/2009	03:45 AM	1	0	0	0	0
339	10/31/2009	04:00 AM	0	0	0	0	0
340	10/31/2009	04:15 AM	1	1	0	1	0
341	10/31/2009	04:30 AM	0	1	1	0	0
342	10/31/2009	04:45 AM	0	0	0	0	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
343	10/31/2009	05:00 AM	0	0	0	0	0
344	10/31/2009	05:15 AM	2	1	0	0	1
345	10/31/2009	05:30 AM	1	0	0	0	0
346	10/31/2009	05:45 AM	0	0	0	0	0
347	10/31/2009	06:00 AM	0	1	0	0	0
348	10/31/2009	06:15 AM	1	0	0	0	0
349	10/31/2009	06:30 AM	3	0	0	0	1
350	10/31/2009	06:45 AM	4	0	0	0	0
351	10/31/2009	07:00 AM	3	0	0	0	0
352	10/31/2009	07:15 AM	2	0	0	0	0
353	10/31/2009	07:30 AM	2	0	0	0	1
354	10/31/2009	07:45 AM	5	0	0	1	1
355	10/31/2009	08:00 AM	7	0	1	0	1
356	10/31/2009	08:15 AM	8	0	0	0	0
357	10/31/2009	08:30 AM	4	1	2	1	1
358	10/31/2009	08:45 AM	9	0	2	1	3
359	10/31/2009	09:00 AM	4	6	0	0	0
360	10/31/2009	09:15 AM	6	4	6	1	0
361	10/31/2009	09:30 AM	13	8	3	2	0
362	10/31/2009	09:45 AM	14	8	4	0	0
363	10/31/2009	10:00 AM	14	9	6	2	0
364	10/31/2009	10:15 AM	11	7	2	1	0
365	10/31/2009	10:30 AM	19	18	6	1	0
366	10/31/2009	10:45 AM	11	8	9	1	0
367	10/31/2009	11:00 AM	13	11	6	2	0
368	10/31/2009	11:15 AM	10	14	6	0	1
369	10/31/2009	11:30 AM	13	15	7	2	0
370	10/31/2009	11:45 AM	18	21	3	4	1
371	10/31/2009	12:00 PM	21	15	4	2	1
372	10/31/2009	12:15 PM	13	15	7	0	0
373	10/31/2009	12:30 PM	13	13	10	0	1
374	10/31/2009	12:45 PM	15	13	8	6	2
375	10/31/2009	01:00 PM	22	17	5	0	0
376	10/31/2009	01:15 PM	12	15	8	2	0
377	10/31/2009	01:30 PM	16	15	6	2	1
378	10/31/2009	01:45 PM	18	13	11	2	0
379	10/31/2009	02:00 PM	18	9	5	1	1
380	10/31/2009	02:15 PM	18	10	4	2	0
381	10/31/2009	02:30 PM	22	15	8	3	0
382	10/31/2009	02:45 PM	24	12	6	0	0
383	10/31/2009	03:00 PM	28	12	8	3	0
384	10/31/2009	03:15 PM	17	11	6	2	0
385	10/31/2009	03:30 PM	19	20	7	1	1
386	10/31/2009	03:45 PM	22	10	10	1	0
387	10/31/2009	04:00 PM	29	11	6	4	1
388	10/31/2009	04:15 PM	23	8	2	1	1

No.	Date	Time	<25	26-30	31-35	36-40	>40
389	10/31/2009	04:30 PM	19	12	3	2	1
390	10/31/2009	04:45 PM	30	6	3	2	0
391	10/31/2009	05:00 PM	13	10	4	2	1
392	10/31/2009	05:15 PM	23	9	7	0	1
393	10/31/2009	05:30 PM	15	14	8	1	1
394	10/31/2009	05:45 PM	13	13	6	1	1
395	10/31/2009	06:00 PM	30	9	6	2	1
396	10/31/2009	06:15 PM	35	12	6	0	1
397	10/31/2009	06:30 PM	32	7	5	0	0
398	10/31/2009	06:45 PM	50	9	4	1	3
399	10/31/2009	07:00 PM	56	13	6	0	0
400	10/31/2009	07:15 PM	33	23	6	2	2
401	10/31/2009	07:30 PM	48	16	5	1	0
402	10/31/2009	07:45 PM	29	17	4	1	1
403	10/31/2009	08:00 PM	52	12	9	0	2
404	10/31/2009	08:15 PM	40	12	4	0	1
405	10/31/2009	08:30 PM	26	21	3	2	2
406	10/31/2009	08:45 PM	39	19	5	0	3
407	10/31/2009	09:00 PM	33	17	5	2	5
408	10/31/2009	09:15 PM	32	23	9	1	4
409	10/31/2009	09:30 PM	18	16	5	3	4
410	10/31/2009	09:45 PM	20	13	8	3	0
411	10/31/2009	10:00 PM	12	11	7	2	3
412	10/31/2009	10:15 PM	8	4	7	4	2
413	10/31/2009	10:30 PM	12	9	5	2	1
414	10/31/2009	10:45 PM	14	5	3	1	2
415	10/31/2009	11:00 PM	15	9	8	2	0
416	10/31/2009	11:15 PM	11	5	4	1	2
417	10/31/2009	11:30 PM	5	0	8	0	0
418	10/31/2009	11:45 PM	6	5	2	2	1
419	11/1/2009	12:00 AM	6	5	0	0	0
420	11/1/2009	12:15 AM	7	3	3	5	0
421	11/1/2009	12:30 AM	7	2	2	0	2
422	11/1/2009	12:45 AM	5	2	0	0	0
423	11/1/2009	01:00 AM	4	2	0	1	0
424	11/1/2009	01:15 AM	6	1	2	1	0
425	11/1/2009	01:30 AM	5	0	1	0	0
426	11/1/2009	01:45 AM	5	2	0	2	3
427	11/1/2009	02:00 AM	3	0	1	1	1
428	11/1/2009	02:15 AM	4	3	0	0	0
429	11/1/2009	02:30 AM	0	1	0	1	1
430	11/1/2009	02:45 AM	1	2	1	2	1
431	11/1/2009	03:00 AM	0	1	2	0	0
432	11/1/2009	03:15 AM	1	0	2	1	1
433	11/1/2009	03:30 AM	3	1	1	1	0
434	11/1/2009	03:45 AM	2	1	0	0	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
435	11/1/2009	04:00 AM	3	0	0	0	0
436	11/1/2009	04:15 AM	0	0	0	1	0
437	11/1/2009	04:30 AM	0	1	0	0	0
438	11/1/2009	04:45 AM	0	1	0	0	1
439	11/1/2009	05:00 AM	3	0	1	1	0
440	11/1/2009	05:15 AM	2	0	0	0	1
441	11/1/2009	05:30 AM	1	1	1	0	0
442	11/1/2009	05:45 AM	1	1	0	0	0
443	11/1/2009	06:00 AM	0	2	1	0	0
444	11/1/2009	06:15 AM	0	0	0	0	0
445	11/1/2009	06:30 AM	1	0	0	1	0
446	11/1/2009	06:45 AM	1	1	0	0	0
447	11/1/2009	07:00 AM	2	2	1	0	0
448	11/1/2009	07:15 AM	2	0	0	0	1
449	11/1/2009	07:30 AM	1	2	0	0	1
450	11/1/2009	07:45 AM	5	1	0	0	0
451	11/1/2009	08:00 AM	2	0	1	1	0
452	11/1/2009	08:15 AM	4	1	2	0	1
453	11/1/2009	08:30 AM	6	2	2	1	1
454	11/1/2009	08:45 AM	6	2	6	2	1
455	11/1/2009	09:00 AM	20	2	2	0	0
456	11/1/2009	09:15 AM	22	3	1	0	0
457	11/1/2009	09:30 AM	10	3	2	1	0
458	11/1/2009	09:45 AM	21	11	4	2	0
459	11/1/2009	10:00 AM	42	12	4	0	0
460	11/1/2009	10:15 AM	64	11	2	0	2
461	11/1/2009	10:30 AM	31	16	11	2	1
462	11/1/2009	10:45 AM	16	10	6	3	0
463	11/1/2009	11:00 AM	17	8	2	2	0
464	11/1/2009	11:15 AM	15	14	5	1	0
465	11/1/2009	11:30 AM	14	16	6	2	2
466	11/1/2009	11:45 AM	32	28	26	3	1
467	11/1/2009	12:00 PM	18	25	20	2	0
468	11/1/2009	12:15 PM	19	12	10	5	0
469	11/1/2009	12:30 PM	20	5	3	1	0
470	11/1/2009	12:45 PM	15	15	7	0	0
471	11/1/2009	01:00 PM	22	22	18	2	0
472	11/1/2009	01:15 PM	25	21	17	2	2
473	11/1/2009	01:30 PM	20	24	17	4	0
474	11/1/2009	01:45 PM	19	14	10	1	0
475	11/1/2009	02:00 PM	12	13	7	2	0
476	11/1/2009	02:15 PM	6	11	4	3	0
477	11/1/2009	02:30 PM	14	18	7	1	1
478	11/1/2009	02:45 PM	11	9	3	1	1
479	11/1/2009	03:00 PM	12	14	3	0	0
480	11/1/2009	03:15 PM	11	13	7	3	0

No.	Date	Time	<25	26-30	31-35	36-40	>40
481	11/1/2009	03:30 PM	20	13	5	0	0
482	11/1/2009	03:45 PM	6	8	6	0	0
483	11/1/2009	04:00 PM	15	11	4	0	0
484	11/1/2009	04:15 PM	22	9	7	1	0
485	11/1/2009	04:30 PM	15	10	0	0	1
486	11/1/2009	04:45 PM	12	4	1	2	0
487	11/1/2009	05:00 PM	17	9	6	3	0
488	11/1/2009	05:15 PM	16	13	2	2	0
489	11/1/2009	05:30 PM	16	6	3	2	0
490	11/1/2009	05:45 PM	21	10	12	0	0
491	11/1/2009	06:00 PM	17	12	4	1	0
492	11/1/2009	06:15 PM	19	9	7	0	2
493	11/1/2009	06:30 PM	26	11	4	0	1
494	11/1/2009	06:45 PM	19	6	1	1	1
495	11/1/2009	07:00 PM	17	5	2	1	0
496	11/1/2009	07:15 PM	20	9	3	0	1
497	11/1/2009	07:30 PM	11	5	5	1	0
498	11/1/2009	07:45 PM	16	10	8	0	0
499	11/1/2009	08:00 PM	18	12	6	1	1
500	11/1/2009	08:15 PM	12	13	11	1	0
501	11/1/2009	08:30 PM	13	9	5	1	1
502	11/1/2009	08:45 PM	6	6	1	2	0
503	11/1/2009	09:00 PM	13	9	5	2	1
504	11/1/2009	09:15 PM	6	4	2	1	0
505	11/1/2009	09:30 PM	6	8	2	2	0
506	11/1/2009	09:45 PM	6	3	1	1	0
507	11/1/2009	10:00 PM	6	1	1	1	1
508	11/1/2009	10:15 PM	3	1	1	1	2
509	11/1/2009	10:30 PM	5	2	1	0	0
510	11/1/2009	10:45 PM	1	1	0	1	0
511	11/1/2009	11:00 PM	6	0	0	0	0
512	11/1/2009	11:15 PM	6	1	1	1	0
513	11/1/2009	11:30 PM	4	2	2	0	0
514	11/1/2009	11:45 PM	1	0	2	0	0
515	11/2/2009	12:00 AM	4	2	3	1	0
516	11/2/2009	12:15 AM	2	1	1	0	0
517	11/2/2009	12:30 AM	0	0	0	0	0
518	11/2/2009	12:45 AM	2	1	1	0	1
519	11/2/2009	01:00 AM	0	1	0	0	0
520	11/2/2009	01:15 AM	3	1	1	0	0
521	11/2/2009	01:30 AM	0	0	1	1	0
522	11/2/2009	01:45 AM	0	0	0	0	0
523	11/2/2009	02:00 AM	1	0	2	0	0
524	11/2/2009	02:15 AM	0	2	1	0	0
525	11/2/2009	02:30 AM	2	0	0	2	0
526	11/2/2009	02:45 AM	2	0	0	0	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
527	11/2/2009	03:00 AM	2	0	0	0	0
528	11/2/2009	03:15 AM	0	0	0	0	0
529	11/2/2009	03:30 AM	1	0	0	0	0
530	11/2/2009	03:45 AM	0	0	0	0	0
531	11/2/2009	04:00 AM	0	0	0	0	0
532	11/2/2009	04:15 AM	2	0	0	0	0
533	11/2/2009	04:30 AM	2	0	0	0	0
534	11/2/2009	04:45 AM	0	0	0	0	0
535	11/2/2009	05:00 AM	0	0	0	0	0
536	11/2/2009	05:15 AM	0	0	0	0	0
537	11/2/2009	05:30 AM	1	0	0	0	0
538	11/2/2009	05:45 AM	2	0	0	0	0
539	11/2/2009	06:00 AM	2	0	0	0	0
540	11/2/2009	06:15 AM	4	0	0	0	0
541	11/2/2009	06:30 AM	5	0	0	0	0
542	11/2/2009	06:45 AM	7	0	0	0	0
543	11/2/2009	07:00 AM	4	0	0	0	0
544	11/2/2009	07:15 AM	6	0	0	0	0
545	11/2/2009	07:30 AM	10	0	0	0	0
546	11/2/2009	07:45 AM	14	0	0	0	0
547	11/2/2009	08:00 AM	33	0	0	0	0
548	11/2/2009	08:15 AM	50	0	0	0	0
549	11/2/2009	08:30 AM	64	0	0	0	0
550	11/2/2009	08:45 AM	68	0	0	0	0
551	11/2/2009	09:00 AM	61	0	0	0	0
552	11/2/2009	09:15 AM	60	0	0	0	0
553	11/2/2009	09:30 AM	42	0	0	0	0
554	11/2/2009	09:45 AM	29	0	0	0	0
555	11/2/2009	10:00 AM	37	0	0	0	0
556	11/2/2009	10:15 AM	23	0	0	0	0
557	11/2/2009	10:30 AM	23	0	0	0	0
558	11/2/2009	10:45 AM	24	0	0	0	0
559	11/2/2009	11:00 AM	24	0	0	0	0
560	11/2/2009	11:15 AM	29	0	0	0	0
561	11/2/2009	11:30 AM	27	0	0	0	0
562	11/2/2009	11:45 AM	23	0	0	0	0
563	11/2/2009	12:00 PM	19	0	0	0	0
564	11/2/2009	12:15 PM	30	0	0	0	0
565	11/2/2009	12:30 PM	30	0	0	0	0
566	11/2/2009	12:45 PM	29	0	0	0	0
567	11/2/2009	01:00 PM	40	0	0	0	0
568	11/2/2009	01:15 PM	27	0	0	0	0
569	11/2/2009	01:30 PM	22	0	0	0	0
570	11/2/2009	01:45 PM	26	0	0	0	0
571	11/2/2009	02:00 PM	38	0	0	0	0
572	11/2/2009	02:15 PM	30	0	0	0	0

No.	Date	Time	<25	26-30	31-35	36-40	>40
573	11/2/2009	02:30 PM	24	0	0	0	0
574	11/2/2009	02:45 PM	23	0	0	0	0
575	11/2/2009	03:00 PM	35	0	0	0	0
576	11/2/2009	03:15 PM	38	0	0	0	0
577	11/2/2009	03:30 PM	76	0	0	0	0
578	11/2/2009	03:45 PM	49	0	0	0	0
579	11/2/2009	04:00 PM	63	0	0	0	0
580	11/2/2009	04:15 PM	45	0	0	0	0
581	11/2/2009	04:30 PM	41	0	0	0	0
582	11/2/2009	04:45 PM	40	0	0	0	0
583	11/2/2009	05:00 PM	50	0	0	0	0
584	11/2/2009	05:15 PM	48	0	0	0	0
585	11/2/2009	05:30 PM	34	0	0	0	0
586	11/2/2009	05:45 PM	45	0	0	0	0
587	11/2/2009	06:00 PM	42	0	0	0	0
588	11/2/2009	06:15 PM	49	0	0	0	0
589	11/2/2009	06:30 PM	45	0	0	0	0
590	11/2/2009	06:45 PM	38	0	0	0	0
591	11/2/2009	07:00 PM	39	0	0	0	0
592	11/2/2009	07:15 PM	39	0	0	0	0
593	11/2/2009	07:30 PM	34	0	0	0	0
594	11/2/2009	07:45 PM	18	0	0	0	0
595	11/2/2009	08:00 PM	28	0	0	0	0
596	11/2/2009	08:15 PM	24	0	0	0	0
597	11/2/2009	08:30 PM	16	0	0	0	0
598	11/2/2009	08:45 PM	22	0	0	0	0
599	11/2/2009	09:00 PM	16	0	0	0	0
600	11/2/2009	09:15 PM	18	0	0	0	0
601	11/2/2009	09:30 PM	8	0	0	0	0
602	11/2/2009	09:45 PM	16	0	0	0	0
603	11/2/2009	10:00 PM	13	0	0	0	0
604	11/2/2009	10:15 PM	14	0	0	0	0
605	11/2/2009	10:30 PM	11	0	0	0	0
606	11/2/2009	10:45 PM	6	0	0	0	0
607	11/2/2009	11:00 PM	12	0	0	0	0
608	11/2/2009	11:15 PM	7	0	0	0	0
609	11/2/2009	11:30 PM	9	0	0	0	0
610	11/2/2009	11:45 PM	10	0	0	0	0
611	11/3/2009	12:00 AM	8	0	0	0	0
612	11/3/2009	12:15 AM	7	0	0	0	0
613	11/3/2009	12:30 AM	2	0	0	0	0
614	11/3/2009	12:45 AM	2	0	0	0	0
615	11/3/2009	01:00 AM	1	0	0	0	0
616	11/3/2009	01:15 AM	1	0	0	0	0
617	11/3/2009	01:30 AM	0	0	0	0	0
618	11/3/2009	01:45 AM	0	0	0	0	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
619	11/3/2009	02:00 AM	1	0	0	0	0
620	11/3/2009	02:15 AM	2	0	0	0	0
621	11/3/2009	02:30 AM	0	0	0	0	0
622	11/3/2009	02:45 AM	0	0	0	0	0
623	11/3/2009	03:00 AM	1	0	0	0	0
624	11/3/2009	03:15 AM	1	0	0	0	0
625	11/3/2009	03:30 AM	0	0	0	0	0
626	11/3/2009	03:45 AM	0	0	0	0	0
627	11/3/2009	04:00 AM	0	0	0	0	0
628	11/3/2009	04:15 AM	0	0	0	0	0
629	11/3/2009	04:30 AM	2	0	0	0	0
630	11/3/2009	04:45 AM	1	0	0	0	0
631	11/3/2009	05:00 AM	1	0	0	0	0
632	11/3/2009	05:15 AM	2	0	0	0	0
633	11/3/2009	05:30 AM	2	0	0	0	0
634	11/3/2009	05:45 AM	1	0	0	0	0
635	11/3/2009	06:00 AM	0	0	0	0	0
636	11/3/2009	06:15 AM	5	0	0	0	0
637	11/3/2009	06:30 AM	12	0	0	0	0
638	11/3/2009	06:45 AM	14	0	0	0	0
639	11/3/2009	07:00 AM	5	0	0	0	0
640	11/3/2009	07:15 AM	5	0	0	0	0
641	11/3/2009	07:30 AM	20	0	0	0	0
642	11/3/2009	07:45 AM	17	0	0	0	0
643	11/3/2009	08:00 AM	32	0	0	0	0
644	11/3/2009	08:15 AM	55	0	0	0	0
645	11/3/2009	08:30 AM	67	0	0	0	0
646	11/3/2009	08:45 AM	60	0	0	0	0
647	11/3/2009	09:00 AM	54	0	0	0	0
648	11/3/2009	09:15 AM	49	0	0	0	0
649	11/3/2009	09:30 AM	44	0	0	0	0
650	11/3/2009	09:45 AM	32	0	0	0	0
651	11/3/2009	10:00 AM	36	0	0	0	0
652	11/3/2009	10:15 AM	21	0	0	0	0
653	11/3/2009	10:30 AM	21	0	0	0	0
654	11/3/2009	10:45 AM	27	0	0	0	0
655	11/3/2009	11:00 AM	31	0	0	0	0
656	11/3/2009	11:15 AM	22	0	0	0	0
657	11/3/2009	11:30 AM	25	0	0	0	0
658	11/3/2009	11:45 AM	27	0	0	0	0
659	11/3/2009	12:00 PM	23	0	0	0	0
660	11/3/2009	12:15 PM	26	0	0	0	0
661	11/3/2009	12:30 PM	32	0	0	0	0
662	11/3/2009	12:45 PM	39	0	0	0	0
663	11/3/2009	01:00 PM	49	0	0	0	0
664	11/3/2009	01:15 PM	30	0	0	0	0

No.	Date	Time	<25	26-30	31-35	36-40	>40
665	11/3/2009	01:30 PM	20	0	0	0	0
666	11/3/2009	01:45 PM	27	0	0	0	0
667	11/3/2009	02:00 PM	35	0	0	0	0
668	11/3/2009	02:15 PM	37	0	0	0	0
669	11/3/2009	02:30 PM	35	0	0	0	0
670	11/3/2009	02:45 PM	24	0	0	0	0
671	11/3/2009	03:00 PM	30	0	0	0	0
672	11/3/2009	03:15 PM	39	0	0	0	0
673	11/3/2009	03:30 PM	77	0	0	0	0
674	11/3/2009	03:45 PM	58	0	0	0	0
675	11/3/2009	04:00 PM	60	0	0	0	0
676	11/3/2009	04:15 PM	51	0	0	0	0
677	11/3/2009	04:30 PM	34	0	0	0	0
678	11/3/2009	04:45 PM	44	0	0	0	0
679	11/3/2009	05:00 PM	43	0	0	0	0
680	11/3/2009	05:15 PM	49	0	0	0	0
681	11/3/2009	05:30 PM	39	0	0	0	0
682	11/3/2009	05:45 PM	47	0	0	0	0
683	11/3/2009	06:00 PM	56	0	0	0	0
684	11/3/2009	06:15 PM	61	0	0	0	0
685	11/3/2009	06:30 PM	56	0	0	0	0
686	11/3/2009	06:45 PM	38	0	0	0	0
687	11/3/2009	07:00 PM	36	0	0	0	0
688	11/3/2009	07:15 PM	38	0	0	0	0
689	11/3/2009	07:30 PM	33	0	0	0	0
690	11/3/2009	07:45 PM	31	0	0	0	0
691	11/3/2009	08:00 PM	26	0	0	0	0
692	11/3/2009	08:15 PM	25	0	0	0	0
693	11/3/2009	08:30 PM	24	0	0	0	0
694	11/3/2009	08:45 PM	20	0	0	0	0
695	11/3/2009	09:00 PM	19	0	0	0	0
696	11/3/2009	09:15 PM	22	0	0	0	0
697	11/3/2009	09:30 PM	19	0	0	0	0
698	11/3/2009	09:45 PM	20	0	0	0	0
699	11/3/2009	10:00 PM	15	0	0	0	0
700	11/3/2009	10:15 PM	15	0	0	0	0
701	11/3/2009	10:30 PM	3	0	0	0	0
702	11/3/2009	10:45 PM	9	0	0	0	0
703	11/3/2009	11:00 PM	7	0	0	0	0
704	11/3/2009	11:15 PM	7	0	0	0	0
705	11/3/2009	11:30 PM	5	0	0	0	0
706	11/3/2009	11:45 PM	7	0	0	0	0
707	11/4/2009	12:00 AM	6	0	0	0	0
708	11/4/2009	12:15 AM	4	0	0	0	0
709	11/4/2009	12:30 AM	5	0	0	0	0
710	11/4/2009	12:45 AM	3	0	0	0	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
711	11/4/2009	01:00 AM	2	0	0	0	0
712	11/4/2009	01:15 AM	3	0	0	0	0
713	11/4/2009	01:30 AM	1	0	0	0	0
714	11/4/2009	01:45 AM	0	0	0	0	0
715	11/4/2009	02:00 AM	2	0	0	0	0
716	11/4/2009	02:15 AM	1	0	0	0	0
717	11/4/2009	02:30 AM	0	0	0	0	0
718	11/4/2009	02:45 AM	0	0	0	0	0
719	11/4/2009	03:00 AM	2	0	0	0	0
720	11/4/2009	03:15 AM	2	0	0	0	0
721	11/4/2009	03:30 AM	3	0	0	0	0
722	11/4/2009	03:45 AM	0	0	0	0	0
723	11/4/2009	04:00 AM	2	0	0	0	0
724	11/4/2009	04:15 AM	0	0	0	0	0
725	11/4/2009	04:30 AM	3	0	0	0	0
726	11/4/2009	04:45 AM	0	0	0	0	0
727	11/4/2009	05:00 AM	0	0	0	0	0
728	11/4/2009	05:15 AM	0	0	0	0	0
729	11/4/2009	05:30 AM	4	0	0	0	0
730	11/4/2009	05:45 AM	2	0	0	0	0
731	11/4/2009	06:00 AM	3	0	0	0	0
732	11/4/2009	06:15 AM	2	0	0	0	0
733	11/4/2009	06:30 AM	7	0	0	0	0
734	11/4/2009	06:45 AM	10	0	0	0	0
735	11/4/2009	07:00 AM	7	0	0	0	0
736	11/4/2009	07:15 AM	7	0	0	0	0
737	11/4/2009	07:30 AM	8	0	0	0	0
738	11/4/2009	07:45 AM	17	0	0	0	0
739	11/4/2009	08:00 AM	33	0	0	0	0
740	11/4/2009	08:15 AM	52	0	0	0	0
741	11/4/2009	08:30 AM	71	0	0	0	0
742	11/4/2009	08:45 AM	66	0	0	0	0
743	11/4/2009	09:00 AM	81	0	0	0	0
744	11/4/2009	09:15 AM	47	0	0	0	0
745	11/4/2009	09:30 AM	57	0	0	0	0
746	11/4/2009	09:45 AM	33	0	0	0	0
747	11/4/2009	10:00 AM	29	0	0	0	0
748	11/4/2009	10:15 AM	23	0	0	0	0
749	11/4/2009	10:30 AM	35	0	0	0	0
750	11/4/2009	10:45 AM	22	0	0	0	0
751	11/4/2009	11:00 AM	19	0	0	0	0



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## C.2.2 Speed Data Between Greenlaw Lane and Felice Avenue

Start Date: 10/27/2009							
Start Time: 1:30:00 PM							
Site Code: Between Greenlaw and Felice							
No.	Date	Time	<25	26-30	31-35	36-40	>40
1	10/27/2009	01:30 PM	15	66	60	16	0
2	10/27/2009	01:45 PM	12	49	57	20	0
3	10/27/2009	02:00 PM	4	36	105	27	0
4	10/27/2009	02:15 PM	12	62	65	31	5
5	10/27/2009	02:30 PM	11	40	85	18	1
6	10/27/2009	02:45 PM	4	44	77	22	1
7	10/27/2009	03:00 PM	6	38	73	31	6
8	10/27/2009	03:15 PM	9	27	71	22	3
9	10/27/2009	03:30 PM	6	41	81	18	1
10	10/27/2009	03:45 PM	5	43	90	17	1
11	10/27/2009	04:00 PM	4	44	84	27	1
12	10/27/2009	04:15 PM	10	29	76	21	2
13	10/27/2009	04:30 PM	9	37	78	23	0
14	10/27/2009	04:45 PM	8	46	95	25	1
15	10/27/2009	05:00 PM	11	28	76	20	0
16	10/27/2009	05:15 PM	4	30	67	17	3
17	10/27/2009	05:30 PM	5	23	94	20	2
18	10/27/2009	05:45 PM	5	24	70	21	0
19	10/27/2009	06:00 PM	7	26	57	20	5
20	10/27/2009	06:15 PM	7	20	69	8	0
21	10/27/2009	06:30 PM	8	32	55	18	2
22	10/27/2009	06:45 PM	2	20	32	22	1
23	10/27/2009	07:00 PM	9	25	33	11	0
24	10/27/2009	07:15 PM	9	33	27	10	1
25	10/27/2009	07:30 PM	10	40	34	7	0
26	10/27/2009	07:45 PM	3	32	34	9	0
27	10/27/2009	08:00 PM	5	24	39	8	1
28	10/27/2009	08:15 PM	7	33	28	7	0
29	10/27/2009	08:30 PM	4	55	35	3	0
30	10/27/2009	08:45 PM	5	49	25	6	1
31	10/27/2009	09:00 PM	11	80	41	6	2
32	10/27/2009	09:15 PM	0	86	78	5	0
33	10/27/2009	09:30 PM	11	82	71	11	3
34	10/27/2009	09:45 PM	9	78	55	10	1
35	10/27/2009	10:00 PM	10	80	68	4	0
36	10/27/2009	10:15 PM	8	79	45	8	1
37	10/27/2009	10:30 PM	14	66	46	5	0
38	10/27/2009	10:45 PM	7	50	41	5	1
39	10/27/2009	11:00 PM	13	46	42	5	1
40	10/27/2009	11:15 PM	11	59	43	5	0
41	10/27/2009	11:30 PM	1	1	2	1	0

No.	Date	Time	<25	26-30	31-35	36-40	>40
42	10/27/2009	11:45 PM	0	3	5	1	0
43	10/28/2009	12:00 AM	0	1	2	1	0
44	10/28/2009	12:15 AM	0	0	0	1	0
45	10/28/2009	12:30 AM	0	0	4	0	0
46	10/28/2009	12:45 AM	0	1	4	2	0
47	10/28/2009	01:00 AM	0	1	1	1	0
48	10/28/2009	01:15 AM	0	0	1	0	0
49	10/28/2009	01:30 AM	0	2	0	0	0
50	10/28/2009	01:45 AM	1	1	2	0	0
51	10/28/2009	02:00 AM	0	0	0	0	0
52	10/28/2009	02:15 AM	1	0	1	0	0
53	10/28/2009	02:30 AM	0	0	0	0	0
54	10/28/2009	02:45 AM	0	1	2	1	0
55	10/28/2009	03:00 AM	1	5	3	0	0
56	10/28/2009	03:15 AM	0	1	3	0	0
57	10/28/2009	03:30 AM	0	0	1	1	0
58	10/28/2009	03:45 AM	0	1	2	0	0
59	10/28/2009	04:00 AM	0	0	0	0	0
60	10/28/2009	04:15 AM	0	1	3	0	0
61	10/28/2009	04:30 AM	0	2	0	1	1
62	10/28/2009	04:45 AM	1	2	1	1	0
63	10/28/2009	05:00 AM	0	0	3	2	1
64	10/28/2009	05:15 AM	1	2	4	1	1
65	10/28/2009	05:30 AM	0	1	3	0	0
66	10/28/2009	05:45 AM	1	9	7	1	0
67	10/28/2009	06:00 AM	0	5	7	6	0
68	10/28/2009	06:15 AM	2	2	18	8	0
69	10/28/2009	06:30 AM	1	7	15	6	3
70	10/28/2009	06:45 AM	6	11	28	14	1
71	10/28/2009	07:00 AM	6	7	29	16	2
72	10/28/2009	07:15 AM	2	11	34	18	4
73	10/28/2009	07:30 AM	3	22	66	22	2
74	10/28/2009	07:45 AM	11	14	51	22	5
75	10/28/2009	08:00 AM	9	10	33	20	2
76	10/28/2009	08:15 AM	6	11	50	23	2
77	10/28/2009	08:30 AM	6	15	49	32	3
78	10/28/2009	08:45 AM	8	19	55	18	1
79	10/28/2009	09:00 AM	5	20	44	21	1
80	10/28/2009	09:15 AM	5	12	61	20	6
81	10/28/2009	09:30 AM	4	26	51	25	3
82	10/28/2009	09:45 AM	9	12	42	26	3



No.	Date	Time	<25	26-30	31-35	36-40	>40
83	10/28/2009	10:00 AM	4	15	49	21	6
84	10/28/2009	10:15 AM	11	7	45	18	2
85	10/28/2009	10:30 AM	5	25	60	19	1
86	10/28/2009	10:45 AM	6	23	48	21	2
87	10/28/2009	11:00 AM	3	23	42	15	4
88	10/28/2009	11:15 AM	11	27	61	12	0
89	10/28/2009	11:30 AM	6	19	76	14	3
90	10/28/2009	11:45 AM	7	9	45	14	3
91	10/28/2009	12:00 PM	5	26	47	18	0
92	10/28/2009	12:15 PM	1	23	71	31	5
93	10/28/2009	12:30 PM	6	34	96	19	3
94	10/28/2009	12:45 PM	9	34	84	24	3
95	10/28/2009	01:00 PM	6	31	68	18	0
96	10/28/2009	01:15 PM	7	31	58	17	4
97	10/28/2009	01:30 PM	11	22	62	19	2
98	10/28/2009	01:45 PM	9	30	78	19	0
99	10/28/2009	02:00 PM	5	26	79	24	2
100	10/28/2009	02:15 PM	18	36	59	12	0
101	10/28/2009	02:30 PM	10	22	91	21	1
102	10/28/2009	02:45 PM	8	18	50	20	0
103	10/28/2009	03:00 PM	6	27	66	31	4
104	10/28/2009	03:15 PM	5	17	64	16	1
105	10/28/2009	03:30 PM	4	21	60	22	4
106	10/28/2009	03:45 PM	14	29	66	35	2
107	10/28/2009	04:00 PM	5	39	92	23	4
108	10/28/2009	04:15 PM	4	44	77	16	1
109	10/28/2009	04:30 PM	7	23	59	24	1
110	10/28/2009	04:45 PM	8	25	58	21	2
111	10/28/2009	05:00 PM	4	23	43	7	2
112	10/28/2009	05:15 PM	13	37	58	6	1
113	10/28/2009	05:30 PM	19	73	33	6	0
114	10/28/2009	05:45 PM	21	51	18	4	0
115	10/28/2009	06:00 PM	19	68	24	6	0
116	10/28/2009	06:15 PM	11	24	26	7	0
117	10/28/2009	06:30 PM	11	31	23	3	1
118	10/28/2009	06:45 PM	4	25	29	3	1
119	10/28/2009	07:00 PM	5	24	26	7	0
120	10/28/2009	07:15 PM	1	12	28	6	2
121	10/28/2009	07:30 PM	5	15	23	3	1
122	10/28/2009	07:45 PM	7	19	27	4	0
123	10/28/2009	08:00 PM	2	28	27	3	1
124	10/28/2009	08:15 PM	4	16	26	5	1
125	10/28/2009	08:30 PM	4	4	14	3	0
126	10/28/2009	08:45 PM	4	9	11	5	0
127	10/28/2009	09:00 PM	1	6	16	2	0
128	10/28/2009	09:15 PM	2	10	17	1	0

No.	Date	Time	<25	26-30	31-35	36-40	>40
129	10/28/2009	09:30 PM	2	8	9	2	0
130	10/28/2009	09:45 PM	1	7	8	4	0
131	10/28/2009	10:00 PM	4	8	10	3	0
132	10/28/2009	10:15 PM	2	2	11	1	1
133	10/28/2009	10:30 PM	0	6	7	1	0
134	10/28/2009	10:45 PM	1	3	10	3	1
135	10/28/2009	11:00 PM	2	3	7	1	0
136	10/28/2009	11:15 PM	0	2	6	3	0
137	10/28/2009	11:30 PM	1	0	3	0	0
138	10/28/2009	11:45 PM	0	2	3	1	0
139	10/29/2009	12:00 AM	1	1	1	0	0
140	10/29/2009	12:15 AM	0	3	5	0	0
141	10/29/2009	12:30 AM	1	2	6	0	0
142	10/29/2009	12:45 AM	0	2	0	1	0
143	10/29/2009	01:00 AM	0	1	1	1	0
144	10/29/2009	01:15 AM	0	1	2	1	0
145	10/29/2009	01:30 AM	1	0	1	1	0
146	10/29/2009	01:45 AM	0	0	5	3	0
147	10/29/2009	02:00 AM	1	0	3	0	1
148	10/29/2009	02:15 AM	0	0	1	1	0
149	10/29/2009	02:30 AM	0	0	0	1	0
150	10/29/2009	02:45 AM	1	3	0	2	0
151	10/29/2009	03:00 AM	1	0	1	0	0
152	10/29/2009	03:15 AM	0	1	0	1	0
153	10/29/2009	03:30 AM	0	2	0	0	1
154	10/29/2009	03:45 AM	0	1	0	0	0
155	10/29/2009	04:00 AM	1	3	1	0	0
156	10/29/2009	04:15 AM	0	2	0	0	0
157	10/29/2009	04:30 AM	0	1	0	0	1
158	10/29/2009	04:45 AM	1	2	4	0	0
159	10/29/2009	05:00 AM	3	1	2	2	1
160	10/29/2009	05:15 AM	0	5	5	2	1
161	10/29/2009	05:30 AM	0	4	4	3	1
162	10/29/2009	05:45 AM	2	1	6	5	0
163	10/29/2009	06:00 AM	0	5	8	5	1
164	10/29/2009	06:15 AM	1	3	17	7	0
165	10/29/2009	06:30 AM	4	5	16	4	1
166	10/29/2009	06:45 AM	2	18	19	8	5
167	10/29/2009	07:00 AM	4	18	27	14	1
168	10/29/2009	07:15 AM	10	10	27	12	6
169	10/29/2009	07:30 AM	5	16	64	17	2
170	10/29/2009	07:45 AM	10	16	41	15	2
171	10/29/2009	08:00 AM	16	18	32	16	3
172	10/29/2009	08:15 AM	11	15	37	23	5
173	10/29/2009	08:30 AM	7	20	48	23	0
174	10/29/2009	08:45 AM	9	10	45	18	5



No.	Date	Time	<25	26-30	31-35	36-40	>40
175	10/29/2009	09:00 AM	4	19	35	25	2
176	10/29/2009	09:15 AM	10	6	47	18	1
177	10/29/2009	09:30 AM	4	21	40	19	2
178	10/29/2009	09:45 AM	7	9	46	22	4
179	10/29/2009	10:00 AM	5	14	39	21	2
180	10/29/2009	10:15 AM	4	10	35	28	6
181	10/29/2009	10:30 AM	8	7	64	23	5
182	10/29/2009	10:45 AM	7	34	48	25	3
183	10/29/2009	11:00 AM	7	33	72	25	1
184	10/29/2009	11:15 AM	12	22	49	18	2
185	10/29/2009	11:30 AM	6	39	62	23	1
186	10/29/2009	11:45 AM	2	20	51	23	1
187	10/29/2009	12:00 PM	8	46	56	18	1
188	10/29/2009	12:15 PM	11	23	67	22	2
189	10/29/2009	12:30 PM	2	31	59	13	2
190	10/29/2009	12:45 PM	5	37	64	21	0
191	10/29/2009	01:00 PM	11	36	62	12	2
192	10/29/2009	01:15 PM	9	34	58	12	1
193	10/29/2009	01:30 PM	9	35	81	12	2
194	10/29/2009	01:45 PM	12	30	69	12	0
195	10/29/2009	02:00 PM	4	35	78	25	1
196	10/29/2009	02:15 PM	6	43	83	14	3
197	10/29/2009	02:30 PM	12	40	78	26	1
198	10/29/2009	02:45 PM	9	20	72	25	1
199	10/29/2009	03:00 PM	5	20	72	30	2
200	10/29/2009	03:15 PM	8	28	53	15	2
201	10/29/2009	03:30 PM	7	39	79	34	6
202	10/29/2009	03:45 PM	4	22	83	31	3
203	10/29/2009	04:00 PM	3	32	67	12	2
204	10/29/2009	04:15 PM	4	35	91	23	3
205	10/29/2009	04:30 PM	10	29	63	17	2
206	10/29/2009	04:45 PM	9	39	81	17	3
207	10/29/2009	05:00 PM	6	30	92	18	0
208	10/29/2009	05:15 PM	5	41	84	24	2
209	10/29/2009	05:30 PM	7	40	83	34	0
210	10/29/2009	05:45 PM	7	16	60	16	3
211	10/29/2009	06:00 PM	4	26	39	18	3
212	10/29/2009	06:15 PM	3	22	43	13	3
213	10/29/2009	06:30 PM	4	13	32	21	2
214	10/29/2009	06:45 PM	5	17	34	10	0
215	10/29/2009	07:00 PM	5	11	43	10	0
216	10/29/2009	07:15 PM	3	14	38	11	0
217	10/29/2009	07:30 PM	2	20	35	8	0
218	10/29/2009	07:45 PM	2	15	37	11	0
219	10/29/2009	08:00 PM	2	11	29	9	2
220	10/29/2009	08:15 PM	3	19	26	6	1

No.	Date	Time	<25	26-30	31-35	36-40	>40
221	10/29/2009	08:30 PM	4	15	19	7	0
222	10/29/2009	08:45 PM	4	5	21	5	2
223	10/29/2009	09:00 PM	2	15	21	8	0
224	10/29/2009	09:15 PM	1	6	16	4	0
225	10/29/2009	09:30 PM	0	2	14	7	0
226	10/29/2009	09:45 PM	2	7	11	4	0
227	10/29/2009	10:00 PM	0	5	13	4	0
228	10/29/2009	10:15 PM	1	4	7	0	1
229	10/29/2009	10:30 PM	1	2	6	1	0
230	10/29/2009	10:45 PM	1	5	6	0	0
231	10/29/2009	11:00 PM	0	5	4	3	0
232	10/29/2009	11:15 PM	1	1	4	3	0
233	10/29/2009	11:30 PM	0	2	2	1	1
234	10/29/2009	11:45 PM	0	2	3	1	0
235	10/30/2009	12:00 AM	3	2	5	0	0
236	10/30/2009	12:15 AM	0	1	3	0	0
237	10/30/2009	12:30 AM	1	2	2	0	0
238	10/30/2009	12:45 AM	0	1	2	0	0
239	10/30/2009	01:00 AM	0	2	1	0	0
240	10/30/2009	01:15 AM	0	0	2	1	0
241	10/30/2009	01:30 AM	0	0	1	0	0
242	10/30/2009	01:45 AM	0	0	3	1	0
243	10/30/2009	02:00 AM	0	1	3	0	0
244	10/30/2009	02:15 AM	0	1	6	0	0
245	10/30/2009	02:30 AM	0	1	0	2	0
246	10/30/2009	02:45 AM	0	0	1	0	0
247	10/30/2009	03:00 AM	1	0	2	0	0
248	10/30/2009	03:15 AM	0	0	2	0	0
249	10/30/2009	03:30 AM	0	0	1	0	0
250	10/30/2009	03:45 AM	1	3	0	2	0
251	10/30/2009	04:00 AM	1	0	1	1	0
252	10/30/2009	04:15 AM	0	1	0	1	0
253	10/30/2009	04:30 AM	0	0	1	1	0
254	10/30/2009	04:45 AM	0	0	4	3	1
255	10/30/2009	05:00 AM	0	0	0	0	0
256	10/30/2009	05:15 AM	1	0	8	1	0
257	10/30/2009	05:30 AM	2	1	3	3	0
258	10/30/2009	05:45 AM	1	1	4	1	0
259	10/30/2009	06:00 AM	4	3	1	1	1
260	10/30/2009	06:15 AM	1	2	11	5	2
261	10/30/2009	06:30 AM	5	12	16	3	0
262	10/30/2009	06:45 AM	3	15	23	4	2
263	10/30/2009	07:00 AM	5	11	18	11	4
264	10/30/2009	07:15 AM	7	12	32	20	4
265	10/30/2009	07:30 AM	10	11	36	27	7
266	10/30/2009	07:45 AM	11	10	53	18	3



No.	Date	Time	<25	26-30	31-35	36-40	>40
267	10/30/2009	08:00 AM	5	13	45	23	5
268	10/30/2009	08:15 AM	5	10	31	23	1
269	10/30/2009	08:30 AM	7	11	48	31	4
270	10/30/2009	08:45 AM	12	16	46	15	4
271	10/30/2009	09:00 AM	7	11	51	18	5
272	10/30/2009	09:15 AM	10	20	57	21	4
273	10/30/2009	09:30 AM	5	24	31	20	2
274	10/30/2009	09:45 AM	8	16	61	24	6
275	10/30/2009	10:00 AM	11	16	47	17	0
276	10/30/2009	10:15 AM	5	15	54	21	1
277	10/30/2009	10:30 AM	7	21	59	19	4
278	10/30/2009	10:45 AM	16	26	54	15	1
279	10/30/2009	11:00 AM	5	27	50	20	4
280	10/30/2009	11:15 AM	5	16	82	14	4
281	10/30/2009	11:30 AM	9	40	70	31	1
282	10/30/2009	11:45 AM	8	40	81	33	3
283	10/30/2009	12:00 PM	14	39	64	22	2
284	10/30/2009	12:15 PM	16	41	69	17	1
285	10/30/2009	12:30 PM	15	41	73	21	1
286	10/30/2009	12:45 PM	7	31	74	28	7
287	10/30/2009	01:00 PM	7	45	57	17	5
288	10/30/2009	01:15 PM	6	20	78	28	0
289	10/30/2009	01:30 PM	12	35	58	17	2
290	10/30/2009	01:45 PM	14	29	76	25	4
291	10/30/2009	02:00 PM	8	23	74	35	3
292	10/30/2009	02:15 PM	10	37	78	34	1
293	10/30/2009	02:30 PM	29	35	80	28	2
294	10/30/2009	02:45 PM	6	38	82	21	3
295	10/30/2009	03:00 PM	6	38	92	28	3
296	10/30/2009	03:15 PM	8	32	75	28	3
297	10/30/2009	03:30 PM	6	17	82	34	3
298	10/30/2009	03:45 PM	12	32	74	29	2
299	10/30/2009	04:00 PM	9	27	94	36	6
300	10/30/2009	04:15 PM	7	28	77	28	2
301	10/30/2009	04:30 PM	8	29	68	22	0
302	10/30/2009	04:45 PM	9	25	75	23	3
303	10/30/2009	05:00 PM	6	31	95	25	2
304	10/30/2009	05:15 PM	4	41	86	23	3
305	10/30/2009	05:30 PM	5	23	75	31	2
306	10/30/2009	05:45 PM	5	33	76	21	2
307	10/30/2009	06:00 PM	5	22	59	19	1
308	10/30/2009	06:15 PM	4	31	59	16	0
309	10/30/2009	06:30 PM	5	17	47	18	4
310	10/30/2009	06:45 PM	5	9	51	17	3
311	10/30/2009	07:00 PM	2	15	33	13	3
312	10/30/2009	07:15 PM	5	18	45	13	0

No.	Date	Time	<25	26-30	31-35	36-40	>40
313	10/30/2009	07:30 PM	6	16	41	15	1
314	10/30/2009	07:45 PM	3	7	34	16	2
315	10/30/2009	08:00 PM	1	12	39	18	0
316	10/30/2009	08:15 PM	1	6	28	8	2
317	10/30/2009	08:30 PM	4	4	19	8	0
318	10/30/2009	08:45 PM	2	11	20	4	1
319	10/30/2009	09:00 PM	2	10	27	12	1
320	10/30/2009	09:15 PM	8	11	22	8	1
321	10/30/2009	09:30 PM	1	11	23	3	0
322	10/30/2009	09:45 PM	3	6	17	12	1
323	10/30/2009	10:00 PM	6	9	17	8	1
324	10/30/2009	10:15 PM	0	11	14	2	0
325	10/30/2009	10:30 PM	2	4	14	5	1
326	10/30/2009	10:45 PM	0	7	11	2	1
327	10/30/2009	11:00 PM	0	4	8	3	0
328	10/30/2009	11:15 PM	0	1	14	2	0
329	10/30/2009	11:30 PM	0	0	7	5	0
330	10/30/2009	11:45 PM	2	5	4	1	0
331	10/31/2009	12:00 AM	1	3	7	2	0
332	10/31/2009	12:15 AM	0	6	7	3	0
333	10/31/2009	12:30 AM	0	2	6	1	0
334	10/31/2009	12:45 AM	0	3	6	1	0
335	10/31/2009	01:00 AM	0	1	2	2	0
336	10/31/2009	01:15 AM	0	2	5	2	0
337	10/31/2009	01:30 AM	0	1	1	2	0
338	10/31/2009	01:45 AM	0	1	6	4	1
339	10/31/2009	02:00 AM	0	1	5	0	0
340	10/31/2009	02:15 AM	0	3	2	1	0
341	10/31/2009	02:30 AM	0	2	1	0	0
342	10/31/2009	02:45 AM	0	1	1	0	0
343	10/31/2009	03:00 AM	0	4	2	1	0
344	10/31/2009	03:15 AM	0	1	1	1	0
345	10/31/2009	03:30 AM	1	0	2	1	0
346	10/31/2009	03:45 AM	0	2	2	2	0
347	10/31/2009	04:00 AM	1	2	2	1	0
348	10/31/2009	04:15 AM	0	1	2	1	0
349	10/31/2009	04:30 AM	0	0	2	1	1
350	10/31/2009	04:45 AM	0	1	2	1	0
351	10/31/2009	05:00 AM	0	0	2	0	2
352	10/31/2009	05:15 AM	1	1	1	3	2
353	10/31/2009	05:30 AM	1	1	3	1	0
354	10/31/2009	05:45 AM	0	2	4	2	0
355	10/31/2009	06:00 AM	2	1	3	1	0
356	10/31/2009	06:15 AM	0	2	3	3	0
357	10/31/2009	06:30 AM	1	1	6	4	1
358	10/31/2009	06:45 AM	0	1	6	4	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
359	10/31/2009	07:00 AM	2	7	10	2	1
360	10/31/2009	07:15 AM	0	0	11	2	2
361	10/31/2009	07:30 AM	2	3	19	10	5
362	10/31/2009	07:45 AM	1	10	11	9	4
363	10/31/2009	08:00 AM	5	6	17	10	3
364	10/31/2009	08:15 AM	5	7	16	10	0
365	10/31/2009	08:30 AM	3	8	32	17	2
366	10/31/2009	08:45 AM	6	6	36	8	1
367	10/31/2009	09:00 AM	3	9	39	12	2
368	10/31/2009	09:15 AM	5	17	39	17	2
369	10/31/2009	09:30 AM	2	24	42	25	4
370	10/31/2009	09:45 AM	1	10	36	36	5
371	10/31/2009	10:00 AM	2	10	36	27	7
372	10/31/2009	10:15 AM	4	16	57	32	2
373	10/31/2009	10:30 AM	7	14	43	22	1
374	10/31/2009	10:45 AM	7	21	42	36	5
375	10/31/2009	11:00 AM	1	20	52	26	5
376	10/31/2009	11:15 AM	3	17	46	34	7
377	10/31/2009	11:30 AM	6	26	52	21	2
378	10/31/2009	11:45 AM	3	11	58	24	4
379	10/31/2009	12:00 PM	3	15	56	27	3
380	10/31/2009	12:15 PM	2	14	67	20	3
381	10/31/2009	12:30 PM	3	16	56	24	5
382	10/31/2009	12:45 PM	2	7	62	33	6
383	10/31/2009	01:00 PM	1	14	51	35	1
384	10/31/2009	01:15 PM	4	17	50	28	3
385	10/31/2009	01:30 PM	4	22	52	39	5
386	10/31/2009	01:45 PM	2	15	51	40	7
387	10/31/2009	02:00 PM	7	18	55	25	5
388	10/31/2009	02:15 PM	4	13	51	30	5
389	10/31/2009	02:30 PM	3	24	57	25	1
390	10/31/2009	02:45 PM	2	4	48	33	6
391	10/31/2009	03:00 PM	3	14	48	26	0
392	10/31/2009	03:15 PM	2	7	58	30	9
393	10/31/2009	03:30 PM	4	16	42	38	4
394	10/31/2009	03:45 PM	1	12	62	27	4
395	10/31/2009	04:00 PM	1	12	46	21	5
396	10/31/2009	04:15 PM	3	18	66	33	3
397	10/31/2009	04:30 PM	3	23	68	26	6
398	10/31/2009	04:45 PM	4	18	56	30	1
399	10/31/2009	05:00 PM	6	21	66	21	3
400	10/31/2009	05:15 PM	0	21	48	24	2
401	10/31/2009	05:30 PM	1	22	58	22	4
402	10/31/2009	05:45 PM	1	32	45	18	1
403	10/31/2009	06:00 PM	5	27	48	16	0
404	10/31/2009	06:15 PM	1	16	35	14	6

No.	Date	Time	<25	26-30	31-35	36-40	>40
405	10/31/2009	06:30 PM	4	16	29	18	2
406	10/31/2009	06:45 PM	5	15	47	8	0
407	10/31/2009	07:00 PM	2	25	47	16	0
408	10/31/2009	07:15 PM	3	15	35	10	0
409	10/31/2009	07:30 PM	5	16	35	6	1
410	10/31/2009	07:45 PM	3	20	41	9	0
411	10/31/2009	08:00 PM	1	18	33	14	2
412	10/31/2009	08:15 PM	2	22	34	6	2
413	10/31/2009	08:30 PM	3	11	33	17	2
414	10/31/2009	08:45 PM	2	16	35	7	0
415	10/31/2009	09:00 PM	6	17	31	9	0
416	10/31/2009	09:15 PM	6	6	28	4	2
417	10/31/2009	09:30 PM	5	8	15	6	0
418	10/31/2009	09:45 PM	2	10	21	13	1
419	10/31/2009	10:00 PM	2	12	24	7	1
420	10/31/2009	10:15 PM	2	9	21	4	0
421	10/31/2009	10:30 PM	1	8	15	4	1
422	10/31/2009	10:45 PM	2	5	18	4	1
423	10/31/2009	11:00 PM	0	6	13	0	0
424	10/31/2009	11:15 PM	0	5	14	6	1
425	10/31/2009	11:30 PM	3	2	5	1	0
426	10/31/2009	11:45 PM	1	0	8	0	0
427	11/1/2009	12:00 AM	1	2	8	0	1
428	11/1/2009	12:15 AM	0	5	10	1	2
429	11/1/2009	12:30 AM	2	6	2	5	0
430	11/1/2009	12:45 AM	0	3	5	1	2
431	11/1/2009	01:00 AM	0	1	11	5	2
432	11/1/2009	01:15 AM	0	1	8	1	0
433	11/1/2009	01:30 AM	1	2	6	1	0
434	11/1/2009	01:45 AM	0	1	5	2	0
435	11/1/2009	02:00 AM	1	5	7	1	0
436	11/1/2009	02:15 AM	0	2	0	5	0
437	11/1/2009	02:30 AM	1	2	4	1	0
438	11/1/2009	02:45 AM	1	0	3	0	0
439	11/1/2009	03:00 AM	0	3	2	1	0
440	11/1/2009	03:15 AM	0	0	2	0	1
441	11/1/2009	03:30 AM	0	2	0	0	2
442	11/1/2009	03:45 AM	0	0	2	1	0
443	11/1/2009	04:00 AM	0	2	3	2	0
444	11/1/2009	04:15 AM	1	1	1	0	0
445	11/1/2009	04:30 AM	0	0	5	0	0
446	11/1/2009	04:45 AM	0	0	0	1	0
447	11/1/2009	05:00 AM	1	1	1	0	0
448	11/1/2009	05:15 AM	0	1	5	0	0
449	11/1/2009	05:30 AM	1	1	2	3	0
450	11/1/2009	05:45 AM	0	0	1	0	1



No.	Date	Time	<25	26-30	31-35	36-40	>40
451	11/1/2009	06:00 AM	1	1	1	1	0
452	11/1/2009	06:15 AM	1	2	0	2	0
453	11/1/2009	06:30 AM	2	0	5	5	0
454	11/1/2009	06:45 AM	2	2	1	2	0
455	11/1/2009	07:00 AM	0	3	8	6	5
456	11/1/2009	07:15 AM	3	8	18	9	1
457	11/1/2009	07:30 AM	5	4	19	18	2
458	11/1/2009	07:45 AM	6	4	21	13	4
459	11/1/2009	08:00 AM	5	5	17	10	4
460	11/1/2009	08:15 AM	2	3	13	14	1
461	11/1/2009	08:30 AM	4	5	33	16	3
462	11/1/2009	08:45 AM	2	9	33	12	4
463	11/1/2009	09:00 AM	3	13	36	14	3
464	11/1/2009	09:15 AM	3	13	48	16	3
465	11/1/2009	09:30 AM	4	45	56	19	4
466	11/1/2009	09:45 AM	0	14	28	28	3
467	11/1/2009	10:00 AM	5	12	24	16	0
468	11/1/2009	10:15 AM	2	7	31	26	4
469	11/1/2009	10:30 AM	1	12	40	28	5
470	11/1/2009	10:45 AM	4	4	28	25	3
471	11/1/2009	11:00 AM	1	7	21	10	4
472	11/1/2009	11:15 AM	1	12	40	27	4
473	11/1/2009	11:30 AM	1	9	55	13	2
474	11/1/2009	11:45 AM	2	8	33	27	5
475	11/1/2009	12:00 PM	5	12	42	25	7
476	11/1/2009	12:15 PM	2	7	50	24	4
477	11/1/2009	12:30 PM	0	15	47	10	3
478	11/1/2009	12:45 PM	3	12	44	20	3
479	11/1/2009	01:00 PM	3	13	30	19	7
480	11/1/2009	01:15 PM	0	13	51	28	3
481	11/1/2009	01:30 PM	1	12	44	21	1
482	11/1/2009	01:45 PM	5	14	38	16	2
483	11/1/2009	02:00 PM	2	13	49	20	3
484	11/1/2009	02:15 PM	2	9	42	35	3
485	11/1/2009	02:30 PM	4	11	42	28	4
486	11/1/2009	02:45 PM	5	19	48	20	4
487	11/1/2009	03:00 PM	0	9	40	24	6
488	11/1/2009	03:15 PM	2	7	36	20	6
489	11/1/2009	03:30 PM	0	3	29	19	5
490	11/1/2009	03:45 PM	3	8	42	14	2
491	11/1/2009	04:00 PM	2	8	47	24	3
492	11/1/2009	04:15 PM	1	15	43	20	4
493	11/1/2009	04:30 PM	2	20	50	23	2
494	11/1/2009	04:45 PM	5	12	45	18	5
495	11/1/2009	05:00 PM	5	12	36	13	2
496	11/1/2009	05:15 PM	1	14	52	19	1

No.	Date	Time	<25	26-30	31-35	36-40	>40
497	11/1/2009	05:30 PM	2	12	35	15	2
498	11/1/2009	05:45 PM	1	17	28	12	0
499	11/1/2009	06:00 PM	1	13	33	13	2
500	11/1/2009	06:15 PM	1	7	46	9	1
501	11/1/2009	06:30 PM	2	12	33	11	3
502	11/1/2009	06:45 PM	3	17	24	10	1
503	11/1/2009	07:00 PM	2	8	31	11	3
504	11/1/2009	07:15 PM	3	5	21	4	2
505	11/1/2009	07:30 PM	2	10	23	7	1
506	11/1/2009	07:45 PM	3	8	23	6	2
507	11/1/2009	08:00 PM	1	7	20	9	0
508	11/1/2009	08:15 PM	3	3	18	6	1
509	11/1/2009	08:30 PM	1	7	18	3	0
510	11/1/2009	08:45 PM	1	8	12	6	2
511	11/1/2009	09:00 PM	0	8	9	2	0
512	11/1/2009	09:15 PM	1	4	12	6	1
513	11/1/2009	09:30 PM	1	3	8	5	0
514	11/1/2009	09:45 PM	1	4	14	4	0
515	11/1/2009	10:00 PM	3	8	10	2	0
516	11/1/2009	10:15 PM	1	7	6	3	1
517	11/1/2009	10:30 PM	0	4	10	1	0
518	11/1/2009	10:45 PM	0	2	13	2	1
519	11/1/2009	11:00 PM	2	3	7	4	0
520	11/1/2009	11:15 PM	0	2	6	3	0
521	11/1/2009	11:30 PM	1	3	2	2	0
522	11/1/2009	11:45 PM	0	2	4	1	0
523	11/2/2009	12:00 AM	0	2	4	1	0
524	11/2/2009	12:15 AM	0	1	3	0	0
525	11/2/2009	12:30 AM	0	0	2	0	0
526	11/2/2009	12:45 AM	0	0	1	1	0
527	11/2/2009	01:00 AM	0	2	3	1	0
528	11/2/2009	01:15 AM	0	0	3	0	0
529	11/2/2009	01:30 AM	1	0	3	1	0
530	11/2/2009	01:45 AM	0	0	1	0	0
531	11/2/2009	02:00 AM	0	0	1	1	1
532	11/2/2009	02:15 AM	0	0	1	2	0
533	11/2/2009	02:30 AM	0	0	3	1	0
534	11/2/2009	02:45 AM	1	1	0	0	0
535	11/2/2009	03:00 AM	0	1	2	0	1
536	11/2/2009	03:15 AM	1	2	3	1	0
537	11/2/2009	03:30 AM	0	0	0	0	0
538	11/2/2009	03:45 AM	0	1	1	0	0
539	11/2/2009	04:00 AM	0	0	0	1	0
540	11/2/2009	04:15 AM	0	1	0	0	0
541	11/2/2009	04:30 AM	1	1	0	0	0
542	11/2/2009	04:45 AM	0	2	2	1	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
543	11/2/2009	05:00 AM	0	0	5	0	1
544	11/2/2009	05:15 AM	0	3	2	2	0
545	11/2/2009	05:30 AM	0	3	5	3	1
546	11/2/2009	05:45 AM	0	2	3	3	0
547	11/2/2009	06:00 AM	2	6	10	2	1
548	11/2/2009	06:15 AM	1	8	14	6	0
549	11/2/2009	06:30 AM	2	6	24	4	1
550	11/2/2009	06:45 AM	5	14	36	13	3
551	11/2/2009	07:00 AM	9	13	42	20	3
552	11/2/2009	07:15 AM	6	12	39	29	4
553	11/2/2009	07:30 AM	6	19	80	26	6
554	11/2/2009	07:45 AM	3	8	65	41	4
555	11/2/2009	08:00 AM	4	15	66	32	8
556	11/2/2009	08:15 AM	8	19	56	17	4
557	11/2/2009	08:30 AM	4	11	70	23	6
558	11/2/2009	08:45 AM	5	13	37	31	5
559	11/2/2009	09:00 AM	3	16	39	26	3
560	11/2/2009	09:15 AM	1	24	49	10	5
561	11/2/2009	09:30 AM	1	25	49	22	1
562	11/2/2009	09:45 AM	2	22	58	23	2
563	11/2/2009	10:00 AM	4	9	61	25	1
564	11/2/2009	10:15 AM	4	29	66	33	1
565	11/2/2009	10:30 AM	7	22	48	22	4
566	11/2/2009	10:45 AM	12	17	57	24	1
567	11/2/2009	11:00 AM	4	25	70	18	1
568	11/2/2009	11:15 AM	9	22	76	18	1
569	11/2/2009	11:30 AM	9	25	58	25	2
570	11/2/2009	11:45 AM	8	21	55	28	3
571	11/2/2009	12:00 PM	5	29	57	26	2
572	11/2/2009	12:15 PM	10	27	64	31	2
573	11/2/2009	12:30 PM	6	26	73	30	6
574	11/2/2009	12:45 PM	9	29	71	36	3
575	11/2/2009	01:00 PM	2	13	84	28	4
576	11/2/2009	01:15 PM	2	15	77	40	2
577	11/2/2009	01:30 PM	11	25	60	35	2
578	11/2/2009	01:45 PM	6	25	78	33	2
579	11/2/2009	02:00 PM	1	23	88	33	6
580	11/2/2009	02:15 PM	11	30	88	31	3
581	11/2/2009	02:30 PM	6	27	91	21	4
582	11/2/2009	02:45 PM	10	36	91	31	1
583	11/2/2009	03:00 PM	7	32	72	21	1
584	11/2/2009	03:15 PM	4	25	85	24	2
585	11/2/2009	03:30 PM	9	29	87	32	6
586	11/2/2009	03:45 PM	8	33	84	24	3
587	11/2/2009	04:00 PM	3	32	87	28	6
588	11/2/2009	04:15 PM	10	28	79	20	3

No.	Date	Time	<25	26-30	31-35	36-40	>40
589	11/2/2009	04:30 PM	11	21	90	23	3
590	11/2/2009	04:45 PM	5	25	90	34	4
591	11/2/2009	05:00 PM	2	34	71	28	3
592	11/2/2009	05:15 PM	5	31	94	28	2
593	11/2/2009	05:30 PM	5	28	80	27	1
594	11/2/2009	05:45 PM	5	33	79	12	1
595	11/2/2009	06:00 PM	4	22	68	15	5
596	11/2/2009	06:15 PM	4	24	54	12	0
597	11/2/2009	06:30 PM	6	19	44	14	2
598	11/2/2009	06:45 PM	2	16	43	18	0
599	11/2/2009	07:00 PM	1	11	42	14	1
600	11/2/2009	07:15 PM	2	13	42	17	3
601	11/2/2009	07:30 PM	1	22	28	8	2
602	11/2/2009	07:45 PM	2	15	39	13	0
603	11/2/2009	08:00 PM	2	17	31	5	0
604	11/2/2009	08:15 PM	3	11	23	7	2
605	11/2/2009	08:30 PM	4	11	16	15	1
606	11/2/2009	08:45 PM	1	5	19	8	1
607	11/2/2009	09:00 PM	1	3	13	14	0
608	11/2/2009	09:15 PM	2	14	11	2	0
609	11/2/2009	09:30 PM	0	1	10	2	0
610	11/2/2009	09:45 PM	1	5	9	1	1
611	11/2/2009	10:00 PM	2	5	7	1	1
612	11/2/2009	10:15 PM	0	6	6	3	1
613	11/2/2009	10:30 PM	1	3	8	1	1
614	11/2/2009	10:45 PM	0	5	11	1	0
615	11/2/2009	11:00 PM	1	2	4	2	3
616	11/2/2009	11:15 PM	0	2	5	1	0
617	11/2/2009	11:30 PM	0	2	3	2	0
618	11/2/2009	11:45 PM	1	1	2	0	1
619	11/3/2009	12:00 AM	1	1	4	1	0
620	11/3/2009	12:15 AM	0	0	4	1	0
621	11/3/2009	12:30 AM	0	1	5	0	0
622	11/3/2009	12:45 AM	1	2	1	1	0
623	11/3/2009	01:00 AM	0	1	4	0	0
624	11/3/2009	01:15 AM	0	1	0	1	0
625	11/3/2009	01:30 AM	0	1	2	0	0
626	11/3/2009	01:45 AM	0	1	2	1	0
627	11/3/2009	02:00 AM	0	0	0	1	0
628	11/3/2009	02:15 AM	0	0	0	1	0
629	11/3/2009	02:30 AM	2	0	0	0	2
630	11/3/2009	02:45 AM	0	1	1	0	0
631	11/3/2009	03:00 AM	0	0	0	0	0
632	11/3/2009	03:15 AM	0	0	1	0	0
633	11/3/2009	03:30 AM	0	1	2	0	0
634	11/3/2009	03:45 AM	0	0	2	0	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
635	11/3/2009	04:00 AM	0	0	0	1	0
636	11/3/2009	04:15 AM	0	0	0	1	0
637	11/3/2009	04:30 AM	0	2	2	0	1
638	11/3/2009	04:45 AM	0	1	2	0	0
639	11/3/2009	05:00 AM	0	1	3	0	0
640	11/3/2009	05:15 AM	0	1	6	3	0
641	11/3/2009	05:30 AM	1	2	7	2	0
642	11/3/2009	05:45 AM	2	3	5	4	0
643	11/3/2009	06:00 AM	0	4	13	2	0
644	11/3/2009	06:15 AM	1	4	18	4	3
645	11/3/2009	06:30 AM	2	8	20	10	0
646	11/3/2009	06:45 AM	2	13	31	21	0
647	11/3/2009	07:00 AM	8	14	39	12	3
648	11/3/2009	07:15 AM	8	23	49	22	1
649	11/3/2009	07:30 AM	7	23	71	35	1
650	11/3/2009	07:45 AM	8	16	59	26	5
651	11/3/2009	08:00 AM	4	13	74	42	4
652	11/3/2009	08:15 AM	10	11	70	31	5
653	11/3/2009	08:30 AM	3	30	51	21	6
654	11/3/2009	08:45 AM	7	15	47	19	5
655	11/3/2009	09:00 AM	6	17	46	21	3
656	11/3/2009	09:15 AM	8	20	43	23	2
657	11/3/2009	09:30 AM	10	15	56	21	4
658	11/3/2009	09:45 AM	13	22	47	22	2
659	11/3/2009	10:00 AM	4	13	46	21	2
660	11/3/2009	10:15 AM	7	25	49	12	5
661	11/3/2009	10:30 AM	14	17	51	18	3
662	11/3/2009	10:45 AM	8	23	62	33	3
663	11/3/2009	11:00 AM	7	20	53	33	7
664	11/3/2009	11:15 AM	3	33	50	28	2
665	11/3/2009	11:30 AM	17	14	61	37	4
666	11/3/2009	11:45 AM	12	23	64	30	6
667	11/3/2009	12:00 PM	12	32	68	25	1
668	11/3/2009	12:15 PM	4	43	63	27	2
669	11/3/2009	12:30 PM	12	32	71	24	5
670	11/3/2009	12:45 PM	12	29	64	35	2
671	11/3/2009	01:00 PM	8	27	73	31	6
672	11/3/2009	01:15 PM	13	26	68	24	3
673	11/3/2009	01:30 PM	6	30	68	29	3
674	11/3/2009	01:45 PM	17	23	70	26	5
675	11/3/2009	02:00 PM	7	33	79	28	3
676	11/3/2009	02:15 PM	8	35	90	32	6
677	11/3/2009	02:30 PM	11	37	88	25	3
678	11/3/2009	02:45 PM	3	31	80	24	1
679	11/3/2009	03:00 PM	5	15	77	30	4
680	11/3/2009	03:15 PM	6	25	80	35	3

No.	Date	Time	<25	26-30	31-35	36-40	>40
681	11/3/2009	03:30 PM	15	24	68	31	5
682	11/3/2009	03:45 PM	8	38	92	28	1
683	11/3/2009	04:00 PM	9	47	82	21	4
684	11/3/2009	04:15 PM	6	30	97	34	1
685	11/3/2009	04:30 PM	5	34	79	31	3
686	11/3/2009	04:45 PM	9	39	91	23	2
687	11/3/2009	05:00 PM	12	47	119	16	4
688	11/3/2009	05:15 PM	4	24	92	21	2
689	11/3/2009	05:30 PM	4	30	93	14	1
690	11/3/2009	05:45 PM	9	28	68	24	3
691	11/3/2009	06:00 PM	5	36	67	13	2
692	11/3/2009	06:15 PM	5	18	56	15	1
693	11/3/2009	06:30 PM	3	31	42	13	2
694	11/3/2009	06:45 PM	1	19	35	10	2
695	11/3/2009	07:00 PM	0	10	40	13	2
696	11/3/2009	07:15 PM	2	8	26	10	1
697	11/3/2009	07:30 PM	1	19	29	7	0
698	11/3/2009	07:45 PM	2	11	33	6	5
699	11/3/2009	08:00 PM	3	14	47	7	1
700	11/3/2009	08:15 PM	2	11	21	13	1
701	11/3/2009	08:30 PM	3	11	27	3	0
702	11/3/2009	08:45 PM	3	11	25	4	1
703	11/3/2009	09:00 PM	1	6	21	2	1
704	11/3/2009	09:15 PM	1	5	17	3	1
705	11/3/2009	09:30 PM	0	9	13	3	1
706	11/3/2009	09:45 PM	1	5	10	4	0
707	11/3/2009	10:00 PM	0	6	10	5	0
708	11/3/2009	10:15 PM	2	3	8	1	0
709	11/3/2009	10:30 PM	1	4	12	2	1
710	11/3/2009	10:45 PM	1	4	6	1	0
711	11/3/2009	11:00 PM	0	4	12	4	0
712	11/3/2009	11:15 PM	0	1	4	3	0
713	11/3/2009	11:30 PM	0	2	3	1	0
714	11/3/2009	11:45 PM	0	0	3	0	1
715	11/4/2009	12:00 AM	0	2	4	1	0
716	11/4/2009	12:15 AM	1	2	3	1	0
717	11/4/2009	12:30 AM	0	0	5	0	1
718	11/4/2009	12:45 AM	2	2	4	0	1
719	11/4/2009	01:00 AM	0	0	1	0	1
720	11/4/2009	01:15 AM	0	0	1	0	0
721	11/4/2009	01:30 AM	1	1	1	0	0
722	11/4/2009	01:45 AM	0	4	3	0	0
723	11/4/2009	02:00 AM	0	1	2	0	0
724	11/4/2009	02:15 AM	0	0	0	1	0
725	11/4/2009	02:30 AM	0	0	3	0	0
726	11/4/2009	02:45 AM	0	1	1	0	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
727	11/4/2009	03:00 AM	0	0	0	1	0
728	11/4/2009	03:15 AM	0	1	4	0	0
729	11/4/2009	03:30 AM	0	2	1	0	0
730	11/4/2009	03:45 AM	1	0	3	1	0
731	11/4/2009	04:00 AM	0	0	0	0	0
732	11/4/2009	04:15 AM	0	0	4	0	1
733	11/4/2009	04:30 AM	0	2	2	1	1
734	11/4/2009	04:45 AM	0	1	2	0	0
735	11/4/2009	05:00 AM	1	0	3	0	0
736	11/4/2009	05:15 AM	0	1	5	2	0
737	11/4/2009	05:30 AM	0	2	4	5	1
738	11/4/2009	05:45 AM	2	1	5	0	0
739	11/4/2009	06:00 AM	0	5	10	4	1
740	11/4/2009	06:15 AM	4	9	13	4	2
741	11/4/2009	06:30 AM	3	8	19	7	2
742	11/4/2009	06:45 AM	8	10	24	16	2
743	11/4/2009	07:00 AM	5	10	53	15	3
744	11/4/2009	07:15 AM	5	20	54	17	0
745	11/4/2009	07:30 AM	6	22	61	29	5
746	11/4/2009	07:45 AM	4	12	65	29	8
747	11/4/2009	08:00 AM	7	26	58	36	4
748	11/4/2009	08:15 AM	7	13	55	23	5
749	11/4/2009	08:30 AM	5	14	58	23	6
750	11/4/2009	08:45 AM	4	26	47	24	4
751	11/4/2009	09:00 AM	4	17	35	28	4
752	11/4/2009	09:15 AM	8	24	61	24	1
753	11/4/2009	09:30 AM	5	24	62	22	1



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## C.2.3 Speed Data Between 5th Avenue and 4th Avenue

Start Date: 10/27/2009							
Start Time: 1:45:00 PM							
Site Code: Between 4th Ave and 5th Ave							
No.	Date	Time	<25	26-30	31-35	36-40	>40
1	10/27/2009	01:45 PM	64	194	111	21	1
2	10/27/2009	02:00 PM	131	224	123	13	3
3	10/27/2009	02:15 PM	125	203	103	4	0
4	10/27/2009	02:30 PM	94	214	94	7	0
5	10/27/2009	02:45 PM	115	251	116	14	0
6	10/27/2009	03:00 PM	78	177	126	16	1
7	10/27/2009	03:15 PM	124	235	110	14	0
8	10/27/2009	03:30 PM	109	198	120	19	1
9	10/27/2009	03:45 PM	110	237	116	9	2
10	10/27/2009	04:00 PM	93	205	125	17	1
11	10/27/2009	04:15 PM	134	221	119	13	0
12	10/27/2009	04:30 PM	95	207	173	27	1
13	10/27/2009	04:45 PM	100	180	152	32	3
14	10/27/2009	05:00 PM	71	167	127	21	3
15	10/27/2009	05:15 PM	109	182	140	12	1
16	10/27/2009	05:30 PM	52	193	124	14	1
17	10/27/2009	05:45 PM	58	106	104	16	3
18	10/27/2009	06:00 PM	60	102	71	17	1
19	10/27/2009	06:15 PM	44	90	81	21	5
20	10/27/2009	06:30 PM	22	70	90	18	4
21	10/27/2009	06:45 PM	42	82	66	19	2
22	10/27/2009	07:00 PM	28	63	50	9	0
23	10/27/2009	07:15 PM	19	78	40	4	0
24	10/27/2009	07:30 PM	38	71	66	15	1
25	10/27/2009	07:45 PM	8	58	51	18	1
26	10/27/2009	08:00 PM	24	66	60	10	2
27	10/27/2009	08:15 PM	28	42	41	9	1
28	10/27/2009	08:30 PM	12	49	39	6	0
29	10/27/2009	08:45 PM	9	55	65	9	1
30	10/27/2009	09:00 PM	9	42	26	6	0
31	10/27/2009	09:15 PM	5	39	34	4	1
32	10/27/2009	09:30 PM	8	28	21	4	0
33	10/27/2009	09:45 PM	10	18	17	1	0
34	10/27/2009	10:00 PM	4	15	13	9	0
35	10/27/2009	10:15 PM	2	23	16	2	0
36	10/27/2009	10:30 PM	2	15	10	3	0
37	10/27/2009	10:45 PM	6	14	12	2	0
38	10/27/2009	11:00 PM	1	7	10	0	0
39	10/27/2009	11:15 PM	2	8	5	5	0
40	10/27/2009	11:30 PM	3	10	7	2	0
41	10/27/2009	11:45 PM	1	7	4	0	0

No.	Date	Time	<25	26-30	31-35	36-40	>40
42	10/28/2009	12:00 AM	2	4	4	0	0
43	10/28/2009	12:15 AM	2	7	2	0	0
44	10/28/2009	12:30 AM	2	3	2	2	0
45	10/28/2009	12:45 AM	0	4	5	1	0
46	10/28/2009	01:00 AM	2	6	0	0	2
47	10/28/2009	01:15 AM	1	0	3	0	1
48	10/28/2009	01:30 AM	2	5	1	1	0
49	10/28/2009	01:45 AM	0	2	2	1	1
50	10/28/2009	02:00 AM	1	2	3	1	0
51	10/28/2009	02:15 AM	0	3	1	0	0
52	10/28/2009	02:30 AM	5	1	0	1	0
53	10/28/2009	02:45 AM	0	7	2	1	0
54	10/28/2009	03:00 AM	2	6	5	2	0
55	10/28/2009	03:15 AM	2	2	3	1	0
56	10/28/2009	03:30 AM	1	2	4	2	0
57	10/28/2009	03:45 AM	2	0	0	2	0
58	10/28/2009	04:00 AM	2	2	2	2	0
59	10/28/2009	04:15 AM	4	6	8	1	0
60	10/28/2009	04:30 AM	4	13	10	3	1
61	10/28/2009	04:45 AM	5	11	14	2	1
62	10/28/2009	05:00 AM	6	12	23	6	0
63	10/28/2009	05:15 AM	11	32	25	3	3
64	10/28/2009	05:30 AM	4	23	26	9	0
65	10/28/2009	05:45 AM	11	25	28	2	0
66	10/28/2009	06:00 AM	11	53	42	3	1
67	10/28/2009	06:15 AM	29	66	54	5	0
68	10/28/2009	06:30 AM	15	88	59	14	1
69	10/28/2009	06:45 AM	43	110	105	23	1
70	10/28/2009	07:00 AM	65	125	153	39	9
71	10/28/2009	07:15 AM	94	126	172	49	3
72	10/28/2009	07:30 AM	153	167	77	10	2
73	10/28/2009	07:45 AM	81	164	102	22	0
74	10/28/2009	08:00 AM	34	111	137	24	1
75	10/28/2009	08:15 AM	52	143	116	40	1
76	10/28/2009	08:30 AM	48	117	114	23	2
77	10/28/2009	08:45 AM	65	96	101	27	1
78	10/28/2009	09:00 AM	35	119	108	38	0
79	10/28/2009	09:15 AM	27	130	122	22	2
80	10/28/2009	09:30 AM	42	126	104	33	0
81	10/28/2009	09:45 AM	55	145	121	19	0
82	10/28/2009	10:00 AM	35	117	113	22	2



No.	Date	Time	<25	26-30	31-35	36-40	>40
83	10/28/2009	10:15 AM	48	132	108	23	5
84	10/28/2009	10:30 AM	57	124	124	26	2
85	10/28/2009	10:45 AM	58	125	100	25	0
86	10/28/2009	11:00 AM	57	152	112	21	0
87	10/28/2009	11:15 AM	97	155	119	21	0
88	10/28/2009	11:30 AM	56	183	156	24	4
89	10/28/2009	11:45 AM	71	186	136	25	2
90	10/28/2009	12:00 PM	67	140	114	28	1
91	10/28/2009	12:15 PM	66	166	138	24	3
92	10/28/2009	12:30 PM	103	188	106	24	1
93	10/28/2009	12:45 PM	83	146	109	14	0
94	10/28/2009	01:00 PM	70	167	117	16	0
95	10/28/2009	01:15 PM	53	157	130	24	2
96	10/28/2009	01:30 PM	63	149	128	18	2
97	10/28/2009	01:45 PM	83	162	124	21	1
98	10/28/2009	02:00 PM	105	185	138	15	0
99	10/28/2009	02:15 PM	117	197	129	28	1
100	10/28/2009	02:30 PM	67	188	124	36	3
101	10/28/2009	02:45 PM	89	243	128	13	0
102	10/28/2009	03:00 PM	109	196	131	10	2
103	10/28/2009	03:15 PM	113	187	107	15	1
104	10/28/2009	03:30 PM	105	204	141	20	0
105	10/28/2009	03:45 PM	142	213	119	12	0
106	10/28/2009	04:00 PM	109	184	127	13	3
107	10/28/2009	04:15 PM	103	228	105	8	0
108	10/28/2009	04:30 PM	105	217	108	9	0
109	10/28/2009	04:45 PM	87	202	104	10	0
110	10/28/2009	05:00 PM	114	187	63	8	0
111	10/28/2009	05:15 PM	213	123	43	5	0
112	10/28/2009	05:30 PM	254	114	11	2	0
113	10/28/2009	05:45 PM	240	105	19	1	1
114	10/28/2009	06:00 PM	126	114	29	3	0
115	10/28/2009	06:15 PM	104	81	26	2	0
116	10/28/2009	06:30 PM	69	73	33	4	1
117	10/28/2009	06:45 PM	51	75	32	5	1
118	10/28/2009	07:00 PM	41	90	29	6	0
119	10/28/2009	07:15 PM	39	78	39	1	0
120	10/28/2009	07:30 PM	42	69	32	4	1
121	10/28/2009	07:45 PM	45	63	50	11	0
122	10/28/2009	08:00 PM	22	66	30	5	1
123	10/28/2009	08:15 PM	26	74	32	11	0
124	10/28/2009	08:30 PM	22	45	36	4	1
125	10/28/2009	08:45 PM	19	49	31	3	1
126	10/28/2009	09:00 PM	26	49	21	12	1
127	10/28/2009	09:15 PM	10	39	24	5	0
128	10/28/2009	09:30 PM	13	34	10	4	0

No.	Date	Time	<25	26-30	31-35	36-40	>40
129	10/28/2009	09:45 PM	16	22	15	4	0
130	10/28/2009	10:00 PM	9	21	19	5	0
131	10/28/2009	10:15 PM	9	15	11	2	2
132	10/28/2009	10:30 PM	11	18	4	2	0
133	10/28/2009	10:45 PM	7	13	8	0	0
134	10/28/2009	11:00 PM	9	17	5	2	0
135	10/28/2009	11:15 PM	3	9	1	3	2
136	10/28/2009	11:30 PM	6	8	0	1	0
137	10/28/2009	11:45 PM	4	15	3	1	0
138	10/29/2009	12:00 AM	4	8	2	0	0
139	10/29/2009	12:15 AM	3	16	7	0	0
140	10/29/2009	12:30 AM	1	2	0	2	0
141	10/29/2009	12:45 AM	3	4	5	1	0
142	10/29/2009	01:00 AM	4	5	4	0	0
143	10/29/2009	01:15 AM	0	3	4	1	1
144	10/29/2009	01:30 AM	2	7	5	1	1
145	10/29/2009	01:45 AM	1	9	3	0	1
146	10/29/2009	02:00 AM	2	5	4	0	3
147	10/29/2009	02:15 AM	0	5	5	2	0
148	10/29/2009	02:30 AM	1	5	2	0	0
149	10/29/2009	02:45 AM	2	1	5	0	0
150	10/29/2009	03:00 AM	2	2	6	0	0
151	10/29/2009	03:15 AM	4	4	6	2	0
152	10/29/2009	03:30 AM	0	3	2	0	0
153	10/29/2009	03:45 AM	4	4	4	0	0
154	10/29/2009	04:00 AM	0	9	5	0	0
155	10/29/2009	04:15 AM	4	9	5	3	0
156	10/29/2009	04:30 AM	3	11	4	2	0
157	10/29/2009	04:45 AM	10	17	6	1	0
158	10/29/2009	05:00 AM	10	19	18	6	1
159	10/29/2009	05:15 AM	12	29	30	4	0
160	10/29/2009	05:30 AM	15	26	26	2	0
161	10/29/2009	05:45 AM	15	30	17	3	0
162	10/29/2009	06:00 AM	24	67	21	5	0
163	10/29/2009	06:15 AM	33	53	43	7	1
164	10/29/2009	06:30 AM	20	93	55	7	2
165	10/29/2009	06:45 AM	57	90	89	21	0
166	10/29/2009	07:00 AM	68	157	138	20	4
167	10/29/2009	07:15 AM	112	170	150	22	2
168	10/29/2009	07:30 AM	81	169	139	28	1
169	10/29/2009	07:45 AM	52	124	116	25	1
170	10/29/2009	08:00 AM	56	134	118	23	0
171	10/29/2009	08:15 AM	53	125	111	24	2
172	10/29/2009	08:30 AM	49	108	109	26	3
173	10/29/2009	08:45 AM	28	105	97	26	4
174	10/29/2009	09:00 AM	35	90	125	29	7



No.	Date	Time	<25	26-30	31-35	36-40	>40
175	10/29/2009	09:15 AM	43	112	96	29	4
176	10/29/2009	09:30 AM	61	113	103	25	0
177	10/29/2009	09:45 AM	31	111	112	13	4
178	10/29/2009	10:00 AM	47	137	106	21	3
179	10/29/2009	10:15 AM	48	113	138	23	0
180	10/29/2009	10:30 AM	53	120	134	28	3
181	10/29/2009	10:45 AM	50	155	148	22	3
182	10/29/2009	11:00 AM	61	154	134	22	4
183	10/29/2009	11:15 AM	73	172	114	22	4
184	10/29/2009	11:30 AM	78	161	124	12	1
185	10/29/2009	11:45 AM	80	164	115	25	5
186	10/29/2009	12:00 PM	54	174	119	22	0
187	10/29/2009	12:15 PM	76	174	114	33	2
188	10/29/2009	12:30 PM	63	166	107	37	4
189	10/29/2009	12:45 PM	53	168	131	15	2
190	10/29/2009	01:00 PM	48	142	126	24	1
191	10/29/2009	01:15 PM	65	126	105	17	2
192	10/29/2009	01:30 PM	63	145	142	24	1
193	10/29/2009	01:45 PM	84	166	129	34	4
194	10/29/2009	02:00 PM	110	185	125	40	1
195	10/29/2009	02:15 PM	54	231	149	22	1
196	10/29/2009	02:30 PM	93	209	146	17	1
197	10/29/2009	02:45 PM	87	196	160	24	0
198	10/29/2009	03:00 PM	69	173	180	31	1
199	10/29/2009	03:15 PM	107	179	126	35	3
200	10/29/2009	03:30 PM	64	141	172	37	3
201	10/29/2009	03:45 PM	95	145	164	41	1
202	10/29/2009	04:00 PM	90	205	152	23	0
203	10/29/2009	04:15 PM	118	221	145	12	1
204	10/29/2009	04:30 PM	101	212	128	13	1
205	10/29/2009	04:45 PM	116	221	139	21	1
206	10/29/2009	05:00 PM	106	196	147	20	0
207	10/29/2009	05:15 PM	126	182	114	15	3
208	10/29/2009	05:30 PM	91	164	111	19	0
209	10/29/2009	05:45 PM	57	146	111	28	2
210	10/29/2009	06:00 PM	44	130	108	16	1
211	10/29/2009	06:15 PM	45	116	68	18	0
212	10/29/2009	06:30 PM	52	128	76	10	1
213	10/29/2009	06:45 PM	39	82	65	10	0
214	10/29/2009	07:00 PM	34	93	63	9	1
215	10/29/2009	07:15 PM	44	97	68	13	0
216	10/29/2009	07:30 PM	46	69	79	16	3
217	10/29/2009	07:45 PM	27	84	69	10	2
218	10/29/2009	08:00 PM	25	57	62	21	0
219	10/29/2009	08:15 PM	16	68	62	14	3
220	10/29/2009	08:30 PM	10	46	58	11	1

No.	Date	Time	<25	26-30	31-35	36-40	>40
221	10/29/2009	08:45 PM	12	44	40	16	1
222	10/29/2009	09:00 PM	14	31	30	7	0
223	10/29/2009	09:15 PM	12	33	36	14	0
224	10/29/2009	09:30 PM	8	27	28	4	0
225	10/29/2009	09:45 PM	14	38	17	1	0
226	10/29/2009	10:00 PM	14	25	20	6	1
227	10/29/2009	10:15 PM	5	23	16	1	0
228	10/29/2009	10:30 PM	7	17	11	1	1
229	10/29/2009	10:45 PM	2	21	11	3	0
230	10/29/2009	11:00 PM	6	15	10	1	0
231	10/29/2009	11:15 PM	1	11	4	2	1
232	10/29/2009	11:30 PM	7	8	8	1	0
233	10/29/2009	11:45 PM	5	15	5	3	0
234	10/30/2009	12:00 AM	8	8	5	1	0
235	10/30/2009	12:15 AM	3	6	7	1	0
236	10/30/2009	12:30 AM	5	7	6	1	0
237	10/30/2009	12:45 AM	3	4	2	0	0
238	10/30/2009	01:00 AM	5	9	1	0	0
239	10/30/2009	01:15 AM	3	6	4	1	0
240	10/30/2009	01:30 AM	6	4	1	1	0
241	10/30/2009	01:45 AM	2	9	2	0	1
242	10/30/2009	02:00 AM	6	8	3	1	0
243	10/30/2009	02:15 AM	3	4	3	0	0
244	10/30/2009	02:30 AM	1	2	0	0	0
245	10/30/2009	02:45 AM	1	5	4	0	0
246	10/30/2009	03:00 AM	3	4	1	0	0
247	10/30/2009	03:15 AM	1	4	4	1	0
248	10/30/2009	03:30 AM	2	6	4	0	0
249	10/30/2009	03:45 AM	0	2	3	1	0
250	10/30/2009	04:00 AM	1	6	8	2	0
251	10/30/2009	04:15 AM	3	13	4	0	0
252	10/30/2009	04:30 AM	2	13	9	1	0
253	10/30/2009	04:45 AM	9	15	10	2	0
254	10/30/2009	05:00 AM	7	24	11	4	3
255	10/30/2009	05:15 AM	9	30	32	7	0
256	10/30/2009	05:30 AM	8	17	26	4	1
257	10/30/2009	05:45 AM	18	34	21	4	0
258	10/30/2009	06:00 AM	23	52	36	4	0
259	10/30/2009	06:15 AM	19	60	45	11	0
260	10/30/2009	06:30 AM	33	75	59	17	3
261	10/30/2009	06:45 AM	58	100	99	16	1
262	10/30/2009	07:00 AM	65	145	128	37	4
263	10/30/2009	07:15 AM	84	180	149	39	1
264	10/30/2009	07:30 AM	56	127	149	50	2
265	10/30/2009	07:45 AM	48	115	147	29	4
266	10/30/2009	08:00 AM	31	129	131	21	2



No.	Date	Time	<25	26-30	31-35	36-40	>40
267	10/30/2009	08:15 AM	55	129	134	39	2
268	10/30/2009	08:30 AM	56	110	114	35	4
269	10/30/2009	08:45 AM	28	93	107	29	3
270	10/30/2009	09:00 AM	38	126	135	22	3
271	10/30/2009	09:15 AM	47	127	120	21	3
272	10/30/2009	09:30 AM	35	116	115	46	1
273	10/30/2009	09:45 AM	41	130	112	36	3
274	10/30/2009	10:00 AM	25	155	131	14	3
275	10/30/2009	10:15 AM	42	143	149	21	6
276	10/30/2009	10:30 AM	72	157	123	25	2
277	10/30/2009	10:45 AM	52	167	131	25	3
278	10/30/2009	11:00 AM	49	168	110	18	0
279	10/30/2009	11:15 AM	74	178	119	32	2
280	10/30/2009	11:30 AM	84	176	162	33	0
281	10/30/2009	11:45 AM	75	189	148	24	2
282	10/30/2009	12:00 PM	86	204	127	12	2
283	10/30/2009	12:15 PM	97	197	150	21	0
284	10/30/2009	12:30 PM	106	161	152	32	5
285	10/30/2009	12:45 PM	80	188	122	25	2
286	10/30/2009	01:00 PM	73	178	155	30	4
287	10/30/2009	01:15 PM	57	197	137	33	3
288	10/30/2009	01:30 PM	75	179	156	24	2
289	10/30/2009	01:45 PM	57	163	143	36	3
290	10/30/2009	02:00 PM	118	206	177	29	2
291	10/30/2009	02:15 PM	116	180	174	32	2
292	10/30/2009	02:30 PM	91	197	172	19	2
293	10/30/2009	02:45 PM	98	197	161	25	4
294	10/30/2009	03:00 PM	104	191	168	15	2
295	10/30/2009	03:15 PM	76	195	161	28	1
296	10/30/2009	03:30 PM	79	200	179	26	3
297	10/30/2009	03:45 PM	97	182	144	22	1
298	10/30/2009	04:00 PM	99	234	130	23	0
299	10/30/2009	04:15 PM	64	178	153	25	2
300	10/30/2009	04:30 PM	98	189	129	17	2
301	10/30/2009	04:45 PM	129	194	148	23	4
302	10/30/2009	05:00 PM	97	193	127	21	1
303	10/30/2009	05:15 PM	52	202	131	18	1
304	10/30/2009	05:30 PM	70	185	127	28	3
305	10/30/2009	05:45 PM	77	143	121	16	1
306	10/30/2009	06:00 PM	68	130	79	20	4
307	10/30/2009	06:15 PM	44	118	71	12	1
308	10/30/2009	06:30 PM	47	122	81	10	3
309	10/30/2009	06:45 PM	44	102	59	20	3
310	10/30/2009	07:00 PM	43	116	77	15	2
311	10/30/2009	07:15 PM	36	99	53	17	1
312	10/30/2009	07:30 PM	28	85	66	15	1

No.	Date	Time	<25	26-30	31-35	36-40	>40
313	10/30/2009	07:45 PM	36	86	74	14	2
314	10/30/2009	08:00 PM	21	78	67	17	2
315	10/30/2009	08:15 PM	28	63	47	7	2
316	10/30/2009	08:30 PM	21	70	59	10	0
317	10/30/2009	08:45 PM	18	80	60	16	0
318	10/30/2009	09:00 PM	20	68	51	13	2
319	10/30/2009	09:15 PM	18	42	53	10	2
320	10/30/2009	09:30 PM	23	52	37	9	0
321	10/30/2009	09:45 PM	18	39	39	3	1
322	10/30/2009	10:00 PM	17	48	24	2	1
323	10/30/2009	10:15 PM	14	38	27	3	2
324	10/30/2009	10:30 PM	17	39	19	5	1
325	10/30/2009	10:45 PM	6	26	23	3	0
326	10/30/2009	11:00 PM	4	25	14	3	0
327	10/30/2009	11:15 PM	8	22	16	2	0
328	10/30/2009	11:30 PM	6	21	7	4	0
329	10/30/2009	11:45 PM	9	26	10	1	2
330	10/31/2009	12:00 AM	12	18	10	4	0
331	10/31/2009	12:15 AM	1	11	10	2	1
332	10/31/2009	12:30 AM	4	16	7	1	0
333	10/31/2009	12:45 AM	2	11	11	2	1
334	10/31/2009	01:00 AM	2	6	8	1	0
335	10/31/2009	01:15 AM	5	5	6	4	0
336	10/31/2009	01:30 AM	4	13	12	1	0
337	10/31/2009	01:45 AM	4	8	8	0	0
338	10/31/2009	02:00 AM	3	10	6	1	0
339	10/31/2009	02:15 AM	1	5	6	1	0
340	10/31/2009	02:30 AM	2	6	2	0	0
341	10/31/2009	02:45 AM	2	6	2	2	0
342	10/31/2009	03:00 AM	0	11	4	0	1
343	10/31/2009	03:15 AM	3	6	0	2	0
344	10/31/2009	03:30 AM	3	7	4	1	0
345	10/31/2009	03:45 AM	1	4	2	1	1
346	10/31/2009	04:00 AM	0	7	3	1	0
347	10/31/2009	04:15 AM	2	2	1	0	1
348	10/31/2009	04:30 AM	1	5	5	1	1
349	10/31/2009	04:45 AM	3	2	6	3	2
350	10/31/2009	05:00 AM	8	5	12	4	0
351	10/31/2009	05:15 AM	6	11	13	3	0
352	10/31/2009	05:30 AM	9	6	18	1	0
353	10/31/2009	05:45 AM	4	10	11	1	0
354	10/31/2009	06:00 AM	6	11	12	3	0
355	10/31/2009	06:15 AM	6	24	21	5	0
356	10/31/2009	06:30 AM	7	17	32	7	0
357	10/31/2009	06:45 AM	13	23	13	7	0
358	10/31/2009	07:00 AM	7	31	26	14	1



No.	Date	Time	<25	26-30	31-35	36-40	>40
359	10/31/2009	07:15 AM	12	40	56	16	3
360	10/31/2009	07:30 AM	12	44	73	19	0
361	10/31/2009	07:45 AM	17	55	68	13	1
362	10/31/2009	08:00 AM	25	58	61	19	0
363	10/31/2009	08:15 AM	22	63	77	20	3
364	10/31/2009	08:30 AM	26	58	58	15	2
365	10/31/2009	08:45 AM	22	79	83	13	0
366	10/31/2009	09:00 AM	21	76	92	20	3
367	10/31/2009	09:15 AM	40	92	99	14	3
368	10/31/2009	09:30 AM	35	74	136	32	1
369	10/31/2009	09:45 AM	27	88	98	19	5
370	10/31/2009	10:00 AM	27	97	125	21	1
371	10/31/2009	10:15 AM	33	116	105	24	3
372	10/31/2009	10:30 AM	42	123	103	19	3
373	10/31/2009	10:45 AM	46	104	131	29	2
374	10/31/2009	11:00 AM	37	135	110	19	1
375	10/31/2009	11:15 AM	38	124	110	22	2
376	10/31/2009	11:30 AM	40	110	144	35	1
377	10/31/2009	11:45 AM	32	122	131	20	4
378	10/31/2009	12:00 PM	58	116	87	27	3
379	10/31/2009	12:15 PM	39	100	139	32	2
380	10/31/2009	12:30 PM	42	109	133	27	3
381	10/31/2009	12:45 PM	54	134	126	29	1
382	10/31/2009	01:00 PM	70	127	87	16	2
383	10/31/2009	01:15 PM	59	123	122	21	2
384	10/31/2009	01:30 PM	38	136	109	31	3
385	10/31/2009	01:45 PM	66	145	116	23	1
386	10/31/2009	02:00 PM	46	139	103	26	0
387	10/31/2009	02:15 PM	54	108	115	34	5
388	10/31/2009	02:30 PM	29	109	112	37	1
389	10/31/2009	02:45 PM	43	128	97	31	4
390	10/31/2009	03:00 PM	37	112	105	31	2
391	10/31/2009	03:15 PM	45	106	123	28	2
392	10/31/2009	03:30 PM	36	112	102	29	2
393	10/31/2009	03:45 PM	34	123	78	31	2
394	10/31/2009	04:00 PM	42	109	97	40	2
395	10/31/2009	04:15 PM	48	120	97	40	2
396	10/31/2009	04:30 PM	41	106	87	24	4
397	10/31/2009	04:45 PM	57	121	96	19	1
398	10/31/2009	05:00 PM	40	103	101	13	1
399	10/31/2009	05:15 PM	32	114	84	13	0
400	10/31/2009	05:30 PM	41	106	107	14	3
401	10/31/2009	05:45 PM	49	127	91	13	2
402	10/31/2009	06:00 PM	14	84	79	15	1
403	10/31/2009	06:15 PM	28	85	58	9	1
404	10/31/2009	06:30 PM	40	102	66	13	1

No.	Date	Time	<25	26-30	31-35	36-40	>40
405	10/31/2009	06:45 PM	49	95	54	13	1
406	10/31/2009	07:00 PM	21	82	62	11	1
407	10/31/2009	07:15 PM	24	92	51	14	0
408	10/31/2009	07:30 PM	28	88	61	9	2
409	10/31/2009	07:45 PM	23	80	80	13	1
410	10/31/2009	08:00 PM	20	78	74	14	1
411	10/31/2009	08:15 PM	24	76	75	16	1
412	10/31/2009	08:30 PM	23	67	44	16	5
413	10/31/2009	08:45 PM	18	88	56	10	3
414	10/31/2009	09:00 PM	16	59	44	10	1
415	10/31/2009	09:15 PM	12	52	57	7	0
416	10/31/2009	09:30 PM	9	57	56	4	2
417	10/31/2009	09:45 PM	25	51	34	10	1
418	10/31/2009	10:00 PM	12	46	30	7	1
419	10/31/2009	10:15 PM	13	42	31	9	0
420	10/31/2009	10:30 PM	11	40	26	4	0
421	10/31/2009	10:45 PM	14	36	29	7	1
422	10/31/2009	11:00 PM	8	36	18	4	2
423	10/31/2009	11:15 PM	18	25	14	2	1
424	10/31/2009	11:30 PM	7	18	10	0	0
425	10/31/2009	11:45 PM	12	26	11	1	1
426	11/1/2009	12:00 AM	8	21	10	3	1
427	11/1/2009	12:15 AM	10	22	19	3	0
428	11/1/2009	12:30 AM	7	19	14	2	1
429	11/1/2009	12:45 AM	7	27	19	3	0
430	11/1/2009	01:00 AM	3	22	10	2	2
431	11/1/2009	01:15 AM	9	22	8	2	2
432	11/1/2009	01:30 AM	10	18	10	4	0
433	11/1/2009	01:45 AM	15	19	11	2	0
434	11/1/2009	02:00 AM	3	11	7	2	0
435	11/1/2009	02:15 AM	4	11	7	1	0
436	11/1/2009	02:30 AM	1	12	3	4	0
437	11/1/2009	02:45 AM	3	9	7	1	0
438	11/1/2009	03:00 AM	2	4	8	2	1
439	11/1/2009	03:15 AM	2	4	2	1	0
440	11/1/2009	03:30 AM	2	5	2	1	1
441	11/1/2009	03:45 AM	4	8	4	1	0
442	11/1/2009	04:00 AM	0	5	3	2	1
443	11/1/2009	04:15 AM	1	9	2	5	0
444	11/1/2009	04:30 AM	4	3	1	1	0
445	11/1/2009	04:45 AM	3	3	4	2	0
446	11/1/2009	05:00 AM	4	7	7	0	1
447	11/1/2009	05:15 AM	5	8	10	4	0
448	11/1/2009	05:30 AM	5	3	8	3	0
449	11/1/2009	05:45 AM	3	7	10	1	0
450	11/1/2009	06:00 AM	5	4	5	5	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
451	11/1/2009	06:15 AM	7	17	8	2	1
452	11/1/2009	06:30 AM	7	15	16	1	0
453	11/1/2009	06:45 AM	3	16	22	8	4
454	11/1/2009	07:00 AM	14	16	25	7	1
455	11/1/2009	07:15 AM	14	38	57	10	0
456	11/1/2009	07:30 AM	8	32	41	18	2
457	11/1/2009	07:45 AM	14	36	36	15	2
458	11/1/2009	08:00 AM	8	34	36	15	1
459	11/1/2009	08:15 AM	19	50	59	17	3
460	11/1/2009	08:30 AM	13	56	60	19	2
461	11/1/2009	08:45 AM	23	89	96	28	0
462	11/1/2009	09:00 AM	20	60	71	23	4
463	11/1/2009	09:15 AM	55	88	92	21	7
464	11/1/2009	09:30 AM	18	50	84	28	5
465	11/1/2009	09:45 AM	18	71	62	27	3
466	11/1/2009	10:00 AM	21	66	83	21	3
467	11/1/2009	10:15 AM	36	95	107	24	4
468	11/1/2009	10:30 AM	17	56	101	30	3
469	11/1/2009	10:45 AM	33	92	109	20	0
470	11/1/2009	11:00 AM	19	81	127	36	4
471	11/1/2009	11:15 AM	21	72	77	26	3
472	11/1/2009	11:30 AM	22	102	95	27	2
473	11/1/2009	11:45 AM	30	80	78	25	3
474	11/1/2009	12:00 PM	25	101	104	32	1
475	11/1/2009	12:15 PM	23	111	96	22	0
476	11/1/2009	12:30 PM	27	78	93	21	2
477	11/1/2009	12:45 PM	40	78	112	32	3
478	11/1/2009	01:00 PM	36	99	96	28	2
479	11/1/2009	01:15 PM	33	79	96	25	5
480	11/1/2009	01:30 PM	36	83	87	22	6
481	11/1/2009	01:45 PM	23	107	102	26	4
482	11/1/2009	02:00 PM	24	100	96	26	3
483	11/1/2009	02:15 PM	28	89	107	28	4
484	11/1/2009	02:30 PM	32	90	89	20	6
485	11/1/2009	02:45 PM	23	95	88	20	4
486	11/1/2009	03:00 PM	31	68	95	24	3
487	11/1/2009	03:15 PM	31	72	87	23	1
488	11/1/2009	03:30 PM	50	55	92	25	4
489	11/1/2009	03:45 PM	25	89	97	17	1
490	11/1/2009	04:00 PM	16	69	89	23	3
491	11/1/2009	04:15 PM	30	103	84	22	3
492	11/1/2009	04:30 PM	32	112	87	27	0
493	11/1/2009	04:45 PM	32	111	64	11	0
494	11/1/2009	05:00 PM	41	104	71	21	1
495	11/1/2009	05:15 PM	26	80	80	19	2
496	11/1/2009	05:30 PM	28	103	63	13	0

No.	Date	Time	<25	26-30	31-35	36-40	>40
497	11/1/2009	05:45 PM	19	81	79	18	1
498	11/1/2009	06:00 PM	19	67	60	12	3
499	11/1/2009	06:15 PM	22	60	60	20	2
500	11/1/2009	06:30 PM	32	59	56	10	4
501	11/1/2009	06:45 PM	7	74	51	16	2
502	11/1/2009	07:00 PM	10	56	52	9	0
503	11/1/2009	07:15 PM	14	48	47	19	0
504	11/1/2009	07:30 PM	9	55	31	12	0
505	11/1/2009	07:45 PM	16	34	38	14	2
506	11/1/2009	08:00 PM	12	26	33	7	2
507	11/1/2009	08:15 PM	7	37	27	6	1
508	11/1/2009	08:30 PM	10	41	24	4	1
509	11/1/2009	08:45 PM	15	25	21	4	0
510	11/1/2009	09:00 PM	12	30	23	6	0
511	11/1/2009	09:15 PM	6	34	16	5	1
512	11/1/2009	09:30 PM	2	23	24	2	0
513	11/1/2009	09:45 PM	3	22	13	2	0
514	11/1/2009	10:00 PM	6	21	16	2	0
515	11/1/2009	10:15 PM	6	20	9	1	0
516	11/1/2009	10:30 PM	3	18	12	2	0
517	11/1/2009	10:45 PM	5	13	21	3	1
518	11/1/2009	11:00 PM	2	9	7	1	0
519	11/1/2009	11:15 PM	6	5	7	1	0
520	11/1/2009	11:30 PM	4	10	9	3	0
521	11/1/2009	11:45 PM	5	13	7	1	0
522	11/2/2009	12:00 AM	1	6	2	0	0
523	11/2/2009	12:15 AM	2	5	3	1	0
524	11/2/2009	12:30 AM	2	1	5	1	1
525	11/2/2009	12:45 AM	1	3	3	1	0
526	11/2/2009	01:00 AM	2	5	2	1	0
527	11/2/2009	01:15 AM	2	4	2	0	0
528	11/2/2009	01:30 AM	0	4	1	0	0
529	11/2/2009	01:45 AM	2	3	5	0	1
530	11/2/2009	02:00 AM	2	5	4	0	0
531	11/2/2009	02:15 AM	0	3	3	0	1
532	11/2/2009	02:30 AM	0	3	3	1	0
533	11/2/2009	02:45 AM	1	1	2	2	0
534	11/2/2009	03:00 AM	1	5	7	0	0
535	11/2/2009	03:15 AM	1	4	2	0	0
536	11/2/2009	03:30 AM	0	6	3	1	0
537	11/2/2009	03:45 AM	1	2	2	0	0
538	11/2/2009	04:00 AM	1	4	2	2	1
539	11/2/2009	04:15 AM	2	9	5	1	0
540	11/2/2009	04:30 AM	4	5	11	1	0
541	11/2/2009	04:45 AM	2	15	8	4	1
542	11/2/2009	05:00 AM	8	10	13	6	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
543	11/2/2009	05:15 AM	8	35	35	5	0
544	11/2/2009	05:30 AM	7	32	23	3	0
545	11/2/2009	05:45 AM	14	38	27	4	1
546	11/2/2009	06:00 AM	12	64	47	10	1
547	11/2/2009	06:15 AM	17	55	59	6	0
548	11/2/2009	06:30 AM	25	69	64	18	2
549	11/2/2009	06:45 AM	33	117	118	27	4
550	11/2/2009	07:00 AM	65	135	163	37	3
551	11/2/2009	07:15 AM	58	163	169	38	7
552	11/2/2009	07:30 AM	42	158	197	41	3
553	11/2/2009	07:45 AM	59	107	141	42	3
554	11/2/2009	08:00 AM	45	96	139	36	3
555	11/2/2009	08:15 AM	24	132	126	52	3
556	11/2/2009	08:30 AM	25	97	132	41	1
557	11/2/2009	08:45 AM	22	101	124	34	1
558	11/2/2009	09:00 AM	35	82	120	29	3
559	11/2/2009	09:15 AM	31	112	99	36	7
560	11/2/2009	09:30 AM	40	113	108	31	7
561	11/2/2009	09:45 AM	24	109	120	30	4
562	11/2/2009	10:00 AM	45	133	136	34	1
563	11/2/2009	10:15 AM	44	102	123	50	4
564	11/2/2009	10:30 AM	48	115	115	34	1
565	11/2/2009	10:45 AM	41	143	131	33	3
566	11/2/2009	11:00 AM	42	149	151	37	1
567	11/2/2009	11:15 AM	70	156	144	29	1
568	11/2/2009	11:30 AM	56	153	168	30	3
569	11/2/2009	11:45 AM	48	131	145	34	2
570	11/2/2009	12:00 PM	49	166	127	29	5
571	11/2/2009	12:15 PM	52	140	148	35	4
572	11/2/2009	12:30 PM	82	182	129	23	2
573	11/2/2009	12:45 PM	56	142	146	31	2
574	11/2/2009	01:00 PM	45	133	146	30	0
575	11/2/2009	01:15 PM	63	130	116	29	0
576	11/2/2009	01:30 PM	62	123	150	47	1
577	11/2/2009	01:45 PM	64	156	150	40	5
578	11/2/2009	02:00 PM	89	162	151	42	5
579	11/2/2009	02:15 PM	110	178	151	35	2
580	11/2/2009	02:30 PM	71	191	158	28	0
581	11/2/2009	02:45 PM	72	216	154	31	2
582	11/2/2009	03:00 PM	64	182	171	21	2
583	11/2/2009	03:15 PM	60	182	172	44	2
584	11/2/2009	03:30 PM	76	175	154	41	1
585	11/2/2009	03:45 PM	83	180	152	33	3
586	11/2/2009	04:00 PM	55	149	149	49	2
587	11/2/2009	04:15 PM	80	186	175	24	3
588	11/2/2009	04:30 PM	79	176	205	34	0

No.	Date	Time	<25	26-30	31-35	36-40	>40
589	11/2/2009	04:45 PM	71	193	140	33	1
590	11/2/2009	05:00 PM	61	185	173	28	3
591	11/2/2009	05:15 PM	152	118	145	21	4
592	11/2/2009	05:30 PM	356	0	1	0	0
593	11/2/2009	05:45 PM	215	88	48	11	0
594	11/2/2009	06:00 PM	37	119	95	18	1
595	11/2/2009	06:15 PM	40	90	75	22	2
596	11/2/2009	06:30 PM	40	64	76	26	4
597	11/2/2009	06:45 PM	18	62	78	19	0
598	11/2/2009	07:00 PM	36	62	78	20	1
599	11/2/2009	07:15 PM	20	77	64	19	1
600	11/2/2009	07:30 PM	24	61	63	14	2
601	11/2/2009	07:45 PM	28	67	84	17	2
602	11/2/2009	08:00 PM	12	48	55	16	0
603	11/2/2009	08:15 PM	8	69	60	16	2
604	11/2/2009	08:30 PM	16	35	47	31	4
605	11/2/2009	08:45 PM	10	35	50	5	1
606	11/2/2009	09:00 PM	9	42	44	8	0
607	11/2/2009	09:15 PM	6	24	27	15	1
608	11/2/2009	09:30 PM	5	26	18	7	3
609	11/2/2009	09:45 PM	3	30	19	4	0
610	11/2/2009	10:00 PM	16	25	13	3	0
611	11/2/2009	10:15 PM	2	26	16	2	1
612	11/2/2009	10:30 PM	5	18	10	2	0
613	11/2/2009	10:45 PM	8	8	10	3	1
614	11/2/2009	11:00 PM	5	15	7	1	0
615	11/2/2009	11:15 PM	7	9	4	2	1
616	11/2/2009	11:30 PM	3	4	7	1	0
617	11/2/2009	11:45 PM	3	8	6	1	0
618	11/3/2009	12:00 AM	4	7	5	2	0
619	11/3/2009	12:15 AM	5	6	8	0	0
620	11/3/2009	12:30 AM	2	7	2	0	1
621	11/3/2009	12:45 AM	0	6	2	1	0
622	11/3/2009	01:00 AM	2	1	3	1	1
623	11/3/2009	01:15 AM	1	3	2	0	0
624	11/3/2009	01:30 AM	2	1	1	0	0
625	11/3/2009	01:45 AM	2	3	2	1	0
626	11/3/2009	02:00 AM	1	4	1	0	0
627	11/3/2009	02:15 AM	3	2	1	1	0
628	11/3/2009	02:30 AM	0	1	0	0	0
629	11/3/2009	02:45 AM	0	1	0	1	0
630	11/3/2009	03:00 AM	1	5	2	0	0
631	11/3/2009	03:15 AM	2	3	6	2	0
632	11/3/2009	03:30 AM	2	6	2	2	0
633	11/3/2009	03:45 AM	1	2	3	0	0
634	11/3/2009	04:00 AM	1	3	5	1	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
635	11/3/2009	04:15 AM	0	14	7	3	0
636	11/3/2009	04:30 AM	2	11	10	2	0
637	11/3/2009	04:45 AM	3	15	10	4	0
638	11/3/2009	05:00 AM	7	18	18	5	1
639	11/3/2009	05:15 AM	8	35	26	4	0
640	11/3/2009	05:30 AM	10	27	37	9	0
641	11/3/2009	05:45 AM	11	28	25	5	0
642	11/3/2009	06:00 AM	16	54	43	7	1
643	11/3/2009	06:15 AM	14	63	68	12	0
644	11/3/2009	06:30 AM	20	106	68	15	0
645	11/3/2009	06:45 AM	46	119	116	19	1
646	11/3/2009	07:00 AM	58	170	141	43	6
647	11/3/2009	07:15 AM	92	174	167	36	1
648	11/3/2009	07:30 AM	71	150	166	50	3
649	11/3/2009	07:45 AM	51	102	138	46	1
650	11/3/2009	08:00 AM	41	140	116	27	1
651	11/3/2009	08:15 AM	34	127	138	38	3
652	11/3/2009	08:30 AM	31	122	112	45	2
653	11/3/2009	08:45 AM	52	103	103	37	3
654	11/3/2009	09:00 AM	38	122	104	33	2
655	11/3/2009	09:15 AM	37	122	109	29	4
656	11/3/2009	09:30 AM	61	111	110	29	2
657	11/3/2009	09:45 AM	36	101	134	32	8
658	11/3/2009	10:00 AM	43	125	84	38	6
659	11/3/2009	10:15 AM	51	106	126	34	5
660	11/3/2009	10:30 AM	70	130	125	33	2
661	11/3/2009	10:45 AM	61	132	151	31	2
662	11/3/2009	11:00 AM	59	146	154	39	1
663	11/3/2009	11:15 AM	66	123	159	33	6
664	11/3/2009	11:30 AM	66	156	137	31	3
665	11/3/2009	11:45 AM	77	162	119	24	1
666	11/3/2009	12:00 PM	55	139	126	25	3
667	11/3/2009	12:15 PM	75	159	148	32	1
668	11/3/2009	12:30 PM	76	157	147	34	6
669	11/3/2009	12:45 PM	77	145	145	30	2
670	11/3/2009	01:00 PM	54	141	135	47	4
671	11/3/2009	01:15 PM	53	127	121	42	2
672	11/3/2009	01:30 PM	72	152	115	49	6
673	11/3/2009	01:45 PM	90	171	136	32	2
674	11/3/2009	02:00 PM	80	199	183	36	4
675	11/3/2009	02:15 PM	75	197	165	28	2
676	11/3/2009	02:30 PM	68	172	137	34	2
677	11/3/2009	02:45 PM	90	183	161	25	4
678	11/3/2009	03:00 PM	83	195	154	38	7
679	11/3/2009	03:15 PM	75	163	152	37	4
680	11/3/2009	03:30 PM	93	170	177	30	2

No.	Date	Time	<25	26-30	31-35	36-40	>40
681	11/3/2009	03:45 PM	92	204	138	32	2
682	11/3/2009	04:00 PM	102	208	148	28	0
683	11/3/2009	04:15 PM	77	213	160	27	2
684	11/3/2009	04:30 PM	102	201	174	32	2
685	11/3/2009	04:45 PM	121	225	143	21	0
686	11/3/2009	05:00 PM	100	174	154	12	2
687	11/3/2009	05:15 PM	125	168	121	18	0
688	11/3/2009	05:30 PM	89	155	138	27	0
689	11/3/2009	05:45 PM	67	144	121	25	1
690	11/3/2009	06:00 PM	36	109	97	25	2
691	11/3/2009	06:15 PM	45	104	77	23	5
692	11/3/2009	06:30 PM	24	95	88	26	2
693	11/3/2009	06:45 PM	32	77	61	22	0
694	11/3/2009	07:00 PM	24	65	59	17	2
695	11/3/2009	07:15 PM	12	66	66	13	2
696	11/3/2009	07:30 PM	30	70	63	13	2
697	11/3/2009	07:45 PM	22	73	58	19	1
698	11/3/2009	08:00 PM	17	65	67	9	1
699	11/3/2009	08:15 PM	18	44	44	10	2
700	11/3/2009	08:30 PM	17	44	54	24	3
701	11/3/2009	08:45 PM	11	43	49	6	0
702	11/3/2009	09:00 PM	12	43	36	6	0
703	11/3/2009	09:15 PM	10	35	32	6	1
704	11/3/2009	09:30 PM	9	37	21	8	2
705	11/3/2009	09:45 PM	7	31	23	4	0
706	11/3/2009	10:00 PM	6	26	21	4	1
707	11/3/2009	10:15 PM	9	22	9	2	1
708	11/3/2009	10:30 PM	7	9	13	1	1
709	11/3/2009	10:45 PM	7	14	14	3	1
710	11/3/2009	11:00 PM	4	13	10	8	2
711	11/3/2009	11:15 PM	2	8	3	4	0
712	11/3/2009	11:30 PM	3	9	7	2	0
713	11/3/2009	11:45 PM	1	7	8	2	1
714	11/4/2009	12:00 AM	3	8	7	1	0
715	11/4/2009	12:15 AM	2	11	3	1	0
716	11/4/2009	12:30 AM	1	7	5	2	1
717	11/4/2009	12:45 AM	0	2	3	2	1
718	11/4/2009	01:00 AM	2	3	5	2	1
719	11/4/2009	01:15 AM	2	4	2	0	0
720	11/4/2009	01:30 AM	3	2	1	0	0
721	11/4/2009	01:45 AM	1	6	3	0	0
722	11/4/2009	02:00 AM	0	4	4	1	0
723	11/4/2009	02:15 AM	3	4	5	1	0
724	11/4/2009	02:30 AM	1	5	5	0	2
725	11/4/2009	02:45 AM	0	1	2	1	0
726	11/4/2009	03:00 AM	3	8	5	0	0



No.	Date	Time	<25	26-30	31-35	36-40	>40
727	11/4/2009	03:15 AM	3	5	1	1	0
728	11/4/2009	03:30 AM	3	0	8	2	1
729	11/4/2009	03:45 AM	1	1	5	1	0
730	11/4/2009	04:00 AM	1	2	6	3	0
731	11/4/2009	04:15 AM	2	9	11	5	0
732	11/4/2009	04:30 AM	4	7	9	0	0
733	11/4/2009	04:45 AM	5	18	12	5	0
734	11/4/2009	05:00 AM	7	18	17	2	0
735	11/4/2009	05:15 AM	12	37	28	4	0
736	11/4/2009	05:30 AM	9	19	31	11	2
737	11/4/2009	05:45 AM	9	38	35	3	0
738	11/4/2009	06:00 AM	10	59	41	9	1
739	11/4/2009	06:15 AM	18	60	62	8	0
740	11/4/2009	06:30 AM	24	77	66	21	4
741	11/4/2009	06:45 AM	50	101	113	25	3
742	11/4/2009	07:00 AM	48	151	154	39	5
743	11/4/2009	07:15 AM	71	170	153	51	5
744	11/4/2009	07:30 AM	63	167	143	24	4
745	11/4/2009	07:45 AM	46	124	132	31	2
746	11/4/2009	08:00 AM	42	138	113	33	5
747	11/4/2009	08:15 AM	52	119	116	45	2
748	11/4/2009	08:30 AM	34	117	102	28	6
749	11/4/2009	08:45 AM	20	67	116	27	7



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November 2010

Final Draft